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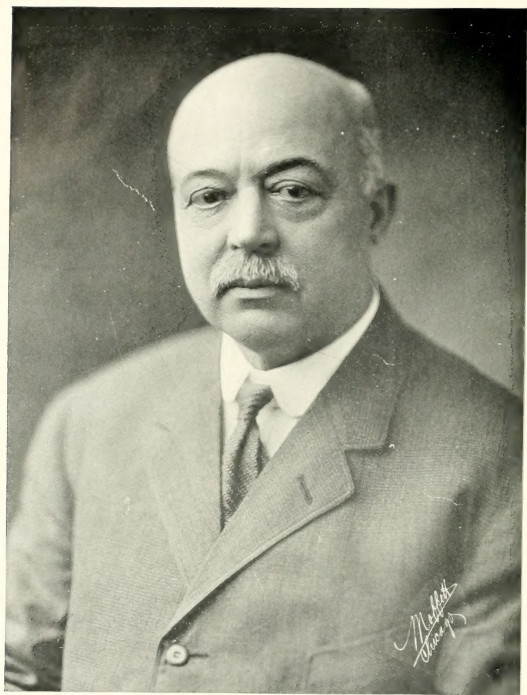
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W. H. Jones

A HISTORY OF
COLUMBIA COUNTY
WISCONSIN

A Narrative Account of Its Historical Progress, Its
People, and Its Principal Interests.

Compiled under the Editorial Supervision of

J. E. JONES,
PORTAGE

Assisted by a Board of Advisory Editors

VOLUME I

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PREFACE

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Every student of history knows that Interior America is the Greater America, and just as long as the Coming United States was crowded between the Eastern mountains and the Atlantic Ocean it was bound in Colonial chains. To the romantic, ambitious spirit of the Frenchman, whether he be cavalier or priest, is due the planting of the seed which has bloomed into a nation. He opened the gates to the Mississippi with all its tributary valleys; and it was the fiery genius of Napoleon which finally passed into our keeping that vast Louisiana beyond the Mississippi, which lured us even beyond to the Pacific.

It is by thus getting a perspective that one may weigh the relative importance of any locality as a necessary feature of the broad, historic landscape over which the events of the world have marched and which the student may calmly review as from an eminence; he is blind, except with the prophetic eye, as to what lies before him.

Those who know Columbia County, and have studied its relation to the development of the great heart of the United States, are proud of the part which Providence assigned to it in the making of the Nation. In the very center of the greatest of the four waterways, whose easy portages separated the vast basins of the Great Lakes from the broad valleys of the Mississippi system, the grand figures of Marquette and Joliet, the French fur-trader and voyageur, the really noble red man, the merchandiser of all nations, the soldier, the American statesman and finally the well-molded citizen of today's Republic—in a word, this United States in the entire making—has been largely filtered through the County of Columbia. Although there have been some who would have had our home county known as Portage, rather than that other goodly section of Central Wisconsin, it is better as it is, since we are really entitled to the name and the fame.

Ever considering Columbia County from this large relationship, we have taken a deep satisfaction in gathering and presenting the details of its founding and growth; and although there are other counties in Wisconsin far more wealthy and populous, there is none whose soil has

PREFACE

grown anything more picturesque and vital along the lines of history than our own Columbia.

It has been no small task to do justice to the subject, and the supervising editor would have faltered, if not fallen in the work, had he not been so warmly and ably assisted by his advisory staff, who proved such fine workers as well as good advisors. Those gentlemen are Professor W. G. Clough, of Portage; James R. Hastie, of Poynette; William C. Leitsch, of Columbus; M. J. Rowlands, of Cambria; James E. Jones, of Kilbourn; J. M. Bushnell, of Wyocena, and Herbert Palmer, of Lodi. Although not on our regular advisory board, no citizen of the county has been more helpful and interested in the work than Chester W. Smith, county superintendent of schools. Nor must we forget to fully acknowledge the services of Mrs. W. G. Clough, the Portage city librarian, and Mrs. J. E. Jones, of Portage. It may be that these are our largest debtors, but all to whom application for information has been made have been so willing to assist to the extent of their ability that we simply "thank you one and all."

There never was a book published in which there were not flaws, and in preparing the history of a locality in the making of which the author has been more or less concerned, a special effort has been made to avoid any personal leaning toward or from individuals, institutions or subjects in general. All the editors and contributors identified with this work have honestly endeavored to write history without bias or animus, and trust that its readers will give them credit for their good intentions, even though such readers imagine that they can sometimes "read between the lines." It is certain that nothing so complete has been published for thirty-five years; and probably within the next four decades Columbia County will make enough good, readable history for a whole library. They who compile this library may do their work better than we, but certainly with no more conscience.

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HISTORY OF COLUMBIA COUNTY

CHAPTER I

NATURAL FEATURES

WISCONSIN'S BOLDEST FEATURE—NATURAL ROUTE OF INDIANS AND FRENCH DISCOVERERS—PROTECTION OF THE PORTAGE NECESSARY TO SETTLEMENT—THE WISCONSIN RIVER AND THE DELLS—THE "HOW" OF THE DELLS—THE BARABOO BLUFFS—THROUGH THE "GRAND EDDY" ON A RAFT—THE GREAT PRAIRIE BELT OF LIMESTONE—THE WATER COURSES OF COLUMBIA COUNTY—PRAIRIES, MARSHES AND TIMBER LAND—BUILDING STONE—DAIRYING AND AGRICULTURE.

Columbia County occupies the central area of one of the most remarkable physical features of the State of Wisconsin, and its entire history has been moulded in an especially striking manner by geographical position and geological status. Trace the course of history to its fountain head and it will be found that it has been largely determined by such foreordained conditions, but in the case of Columbia County the results may be so plainly traced from the grand and natural premises that the book lies open in all the charm of rugged simplicity.

The surface features of Wisconsin as a state are neither boldly mountainous nor monotonously level, which is the chief reason why those who have lived any length of time within its borders love the land, irrespective of what they get out of it in a material way. It has all the charm of a varied personality, seldom ponderous or obtrusive.

WISCONSIN'S BOLDEST FEATURE

But Wisconsin has one feature which is strikingly bold, as well as flooded with beauty; that is the deep gash which passes diagonally from Green Bay, the headwaters of Lake Michigan, to the upper waters of the

Mississippi at Prairie du Chien, in the southwestern part of the state. Nature left two miles of slightly elevated limestone as a welt between the equal sections of the deep scar formed by the valleys of the Fox and Wisconsin rivers, and on either side lies Columbia County.

Our former great state geologist, Prof. T. C. Chamberlain, has thus described Wisconsin in a state of nature, with this sole pronounced grove in its surface, of which Columbia County is the very center of all its picturesque charms: "The surface features of Wisconsin are simple and symmetrical in character and present a configuration intermediate between the mountainous on the one hand and a monotonous level on the other. The highest summits in the state rise a little more than 1,200 feet above its lowest surfaces. A few exceptional peaks rise from 400 to 600 feet above their bases, but abrupt elevations of more than 200 or 300 feet are not common. Viewed as a whole, the state may be regarded as occupying a swell of land lying between three notable depressions—Lake Michigan on the east about 578 feet above the mean tide of the ocean, Lake Superior on the north about 600 feet above the sea, and the valley of the Mississippi river whose elevation at the Illinois state line is slightly below that of Lake Michigan. From these depressions the surface slopes upward to the summit altitudes of the state. But the rate of ascent is unequal. From Lake Michigan the surface rises by a long gentle acclivity westward and northward. A similar slope ascends from the Mississippi valley to meet this, and their juncture forms a north and south arch extending nearly the entire length of the state. From Lake Superior the surface ascends rapidly to the watershed, which it reaches within thirty miles of the lake

"Under the waters of Lake Michigan the surface of the land passes below the sea level before the limits of the state are reached. Under Lake Michigan the land surface descends to even greater depths, but probably not within the boundaries of the state. The regularity of the southward slopes is interrupted in a very interesting way by a remarkable diagonal valley occupied by Green Bay and the Fox and Wisconsin rivers. This is a great grove traversing the state obliquely, and cutting down the central elevation half its height. A line passing across the surface from Lake Michigan to the Mississippi at any other point would arch upward from about 400 to 1,000 feet, according to the location, while along the trough of this valley it would reach an elevation barely exceeding 200 feet. On the northwest side of this trough the surface rises somewhat gradually, giving at most points much amplitude to the valley, but on the opposite side the slope ascends rapidly to a well marked watershed that stretches across the state parallel to the valley."



A FRENCH FUR TRADER AND CARRIER

NATURAL ROUTE OF INDIANS AND FRENCH DISCOVERERS

This deep grove, interrupted by only a narrow portage separating the water system of the great lakes from that of the great river, was the natural highway for the restless primitive peoples of the land, while Lake Winnebago, and the valleys of the main streams and their tributaries, became the gathering places of such powerful tribes as the Foxes and Winnebagoes, hemmed into Southern Wisconsin by the Chippewas toward the northeast and the Sioux toward the southwest.

It was also but natural that the earliest of the French voyageurs should have selected this beautiful route, which to all outward appearances would lead to the magnificent waters which were known to lie somewhere in the West, rather than expect to discover anything of importance by way of the swamps and little reedy stream at the lower end of Lake Michigan.

PROTECTION OF THE PORTAGE NECESSARY TO SETTLEMENT

So it was also that when the interior of Wisconsin commenced to be settled by white men, the Government realized that the keynote to their safety was a military oversight of the "portage;" hence the building of Fort Winnebago, in which the Indians saw their doom and protested accordingly. With Fort Howard (Green Bay) at the northeastern terminus of the route, Fort Winnebago at the portage and Fort Crawford (Prairie du Chien) at the southwestern end, the great interior waterway of Wisconsin was comparatively safe. The cutting of the separating belt by the canal, and the control of the turbulent waters of the Wisconsin by means of the "levee system," were more modern works of convenience and protection which Nature, in that part of the world, forced the American to accomplish.

So we repeat that the history of Columbia County is peculiarly a child of geographical and natural conditions.

THE WISCONSIN RIVER AND THE DELLS

It is in Northwestern Columbia County, with Kilbourn City as its central point, that the Wisconsin River which has been flowing southward from the north boundary of the state is deflected eastward by a quartz range and then hemmed in by another coming from the opposite direction. From one-third of a mile in width, the noble stream is suddenly contracted to one of not more than two hundred feet, and at one point it is not above fifty feet across. Thus forced, it cuts its way

through seven miles of sandstone, whose walls rise from the clear, shadowy waters to a height of from fifteen to eighty feet.

There is probably no equal stretch of water in the world which exhibits such fantastic and beautiful forms of water erosion, and the hundreds of little glens or gulches which run inland from the river are lined with caves, fern beds and carved sandstone. In most places the walls are so abrupt that it is impossible to land from a rowboat or pleasure steamer.

The Dells (or Dalles) are naturally divided into Upper and Lower, the City of Kilbourn being at the head of the Lower Dells. Down the river from Kilbourn the channel of the Wisconsin is gradually modified until the stream again flows wide and shallow in an unconfined stream. The depth of the gorge is from fifty to one hundred feet.

There is not one visitor to the Dells in a thousand, and probably not ten in a hundred of the old-timers in Columbia county, who can tell exactly where they begin and where they end. A nameless pioneer, who is noted for his precision and pride of "getting things straight," comes to the rescue in the following words: "Section 28, in Township 14 north, of Range 6 east, lies both in Adams and Juneau counties, north of Sauk. The Wisconsin River, which is here the boundary between them, enters the north line of that section, and just at this point begins the Dells—the 'upper jaws' as they are familiarly called. The stream flows in nearly a south course through the middle of section 28 until it crosses into section 33. It continues through the last-named section, passing through the 'lower jaws,' and just at the point in the middle of the river where it crosses its southern line are the corners of Columbia, Adams, Juneau and Sauk counties. It flows on across the north line of Section 4, Township 13 north, of Range 6 east, with a course bearing to the eastward, crossing into section 3, but soon turning back into section 4. Here a dam crosses the river.

"Above this point is known as the Upper Dells. From this dam is seen Columbia County and Kilbourn City, town of Newport, on the right; Sauk County, town of Delton, on the left; the river forming the boundary between the two counties. Below the dam are the Lower Dells. At the point where the river loses its characteristics of a gorge, it is called the Foot of the Dells. Throughout the whole length of the narrow passage from the Upper Jaws to the Foot of the Dells fanciful names have been given to the most striking objects and places."

The Jaws of the Dells are guarded by two immense rocks, High and Romance. Chimney Rock tells its own story. The Dell House, rambling and wild looking, was one of the first frame houses built on the river above Portage, and was used as a tourists' hotel for many years. It stood across the river from the churchlike rock known as Chapel George.

Many of the grottoes and caves, into which boats bore the tourist over winding streams between fantastically carved sandstone, have been obliterated by the construction of the great modern dam at Kilbourn City and the consequent rising of the water level in the Upper Dells.

Where the river banks suddenly approach within fifty feet of each other is called the Narrows, and in the earlier years this was considered the most dangerous point in the Dells during high water. The first bridge ever built across the Wisconsin was thrown across the Narrows by Schuyler S. Gates in 1850.

The Devil's Elbow is at the entrance to the Narrows where the river makes an almost square turn.



CHIMNEY ROCK AND ROMANCE CLIFF, DELLS OF THE WISCONSIN

To the left is Black Hawk's Cave, the legend being that the old chief made this his hiding place in the days of the Black Hawk War.

Near by is Notch Rock, a square huge boulder, against which numerous lumber rafts have been shattered and lives lost.

Canyons and glens, the Devil's Jug, the Devil's Arm Chair, Steamboat Rock, and a hundred other evidences of the genius of water as a sculptor are on every hand in this region of the Upper Dells. Steamboat Rock challenges especial attention. It is an island standing in a curious circular cove, and from some points of view resembles a large steamer, 250 feet long by 100 wide and fifty feet high, except that its perpendicular sides are rugged and covered with pine, oak and thick shrubbery.

Stand Rock, one of the most striking attractions of the region, is over sixty feet in height, rising out of a beautiful glen and capped by a smooth sandstone slab about twenty feet square.

Witche's Gulch, at the head of the Upper Dells, extends inland for three-quarters of a mile. Although the rocks tower on either side to a height of perhaps a hundred feet, one can almost touch the walls with outstretched arms. It is dark, gloomy and weird, with its phantom



WITCHE'S GULCH, WISCONSIN DELLS

chambers, fairy grottoes, waterfalls, winding passages and damp ferns and mosses.

The river in its course through the Lower Dells is broader and presents a greater diversity of bluff and bottom, but the side shows are less numerous and wonderful than those enjoyed in the Upper Dells. In some places great shelves, with stalwart young pines growing upon their very edges, overhang the dark waters; elsewhere, perpendicular

walls loom up like vast fortifications, and further on the fortress is supplemented by bastions, projecting towers and covered archways.

After leaving Kilbourn City, going down the river, the first attraction is Taylor's Glen, which winds around and under the town, and the rocky cliff which marks the exit of one of its tunnels is known as Echo Point. If you have a sweet voice, it is well to be there throw it out freely and listen for its uncanny repetition.

Farther down the river are all kinds of caves and rocks. Signal Peak stands as a reminder of the times when the Foxes and Winnebagoes built their warning fires upon it, and around the bend are the Sugar Bowl and Ink Stand. The former is complete, but the Ink Stand is split down the side and will admit a small canoe.

Lone Rock, with its Cave of Dark Waters, is majestic and lonesome in appearance, but withal wierdly beautiful. Then there are the Ovens, Hawk's Bill, Cobble Stone Cove, Coldwater Spring, and other seeming freaks of nature which are perfectly natural.

THE "HOW" OF THE DELLS

Many visitors will see and admire these wonderful sculptures without stopping to consider how they were produced. As noted by some Illinois professors, who have made a science of observing "One of the features which deserves especial mention is the peculiar crenate (notched) form of the walls at the banks of the river. This is perhaps best seen in that part of the Dalles known as the Navy Yard. The sandstone is affected by a series of vertical cracks or joints. From weathering the rock along these joints becomes softened, and the running water wears the softened rocks at the joint planes more readily than other parts of its bank and so develops a reentrant at these points. Rain water descending to the river finds and follows the joint planes and thus widens the cracks. As a result of stream and rain and weathering, deep angles are produced, and the projections between are rounded off.

"When this process of weathering at the joints is carried sufficiently far, columns of rocks become isolated and stand out on the river bluffs as Chimneys. At a still later stage of development, decay of the rock along the joint planes may leave a large mass of rock completely isolated. Steamboat Rock and Sugar Bowl are examples of islands thus formed."

The walls of standstone weather in a peculiar manner at some points in the Lower Dells. The little ridges stand out because they are harder and resist weathering better than the other parts. This is due, in part at least, to the presence of iron in the more resistant portions, cementing

them more firmly. In the process of segregation cementing materials are often distributed unequally.

The effect of differences in hardness on erosion is also shown on a larger scale and in other ways. Perhaps the most striking illustration is Stand Rock, which probably is as well known as any feature of the Dells region.

Minor valleys tributary to the Wisconsin, such as Witche's Gulch and Cold Water Canyon deserve mention, both because of their beauty and because they illustrate a type of erosion at an early stage of valley development. In character they are comparable to the larger gorge to which they are tributary. In the downward cutting which far exceeds the side wear in these tributary canyons, the water has excavated large bowl or jug-like forms. They are developed just below the falls, where the water carrying debris, eddies, and the jug or pot-holes are the result. The Devil's Jug and many other similar hollows are thus explained.

In the vicinity of Camp Douglas and over a large area to the west are still other striking topographical forms, which owe their origin to different conditions though they are fashioned by the same forces. Here there are many towers or castle rocks, which rise to heights varying from 75 to 190 feet above the surrounding plain. They are remnants of beds which were once continuous over the low lands above which the hills now rise. The rock of which they are composed is Potsdam sandstone. The effect of the vertical joints and of horizontal layers of unequal hardness is especially noticeable in the formations of this locality. Rains, winds, frosts and roots are still working to compass the destruction of these picturesque hills, and the sloping walls of sand bordering the "castles" are reminders of the fate which awaits them. These hills are the more conspicuous and instructive since the plain out of which they rise is so flat. Geological experts have pronounced it "one of the best examples of a base-level plain to be found on the continent."

The crests of these hills reach an elevation of between one thousand and one thousand one hundred feet. The Friendship mounds north of Kilbourn City, the castellated hills a few miles northwest of the same place, and Petenwell Peak on the banks of the Wisconsin are further examples of the same class of hills.

THE BARABOO BLUFFS

But Columbia County is not a hilly region, and besides these interesting castellated mounds in the extreme northwest, its other marked manifestations of an uprising are chiefly what are known as the Bara-

boo Bluffs. These are two bold east and west ridges—the southern much the bolder and most continuous—extending through Sauk and Western Columbia County for twenty miles and lying within the great bend of the Wisconsin River below Portage. Their cores and summits, in some places their entire slopes, are composed of tilted beds of quartz, while their flanks mainly consist of horizontal beds of sandstone. The Baraboo Bluffs mark the valley of the river by that name, a large water-power stream which comes in from Sauk County and flows eastward through the Town of Caledonia to join the Wisconsin in Columbia County.

THROUGH THE "GRAND EDDY" ON A RAFT

Before leaving this most picturesque region of the Wisconsin River we cannot forbear to present this description of the Dells written by a traveler in 1858, when they were a part of the Wild West: "Somewhere about two miles (as they measure them here, and that is with a 'woolen string') above Kilbourn City, through a rough and unsettled opening country, is the Dells. I availed myself of a 'lift' on one of the stages that left Kilbourn City in good season in the morning to visit for the first time that truly wonderful place on the largest river in the state. As I neared the stream and came in sight, I was struck with the wild, rough but sublime scenery. The morning was anything but pleasant. A regular Scotch mist hovered about the trees, little spirts of rain fed a chilly wind, the country around was dull, not a bird to be seen; the trees were leafless, not even a bud or flower in sight; the drab colored bark of the white oaks, with their scraggy tops; the dead-looking black or pin oaks, all destitute of foliage, their tops curtained with the gossamer haze of the mist that was borne along on the wind, that chilled the face and somewhat dimmed the eye—all looking dreary; solitude seemed to be reigning. The only relief to the scene before actually reaching the river were the fine handsome tops of the pines that like cones of bright green, here and there, reared their heads tapering off to sharp points in many places, high above the oaks; appearing like so many green spots in the waste.

"Turning from the course I was 'steering,' for I had missed my way, I found the road which lead to the Dells' bridge; that is stretched from rock to rock over the Dells, where the water is now eighty feet deep. On the bridge is a fine view, both up and down, of a dirty, spiteful and wicked looking river (speaking nautically). Here a river hundreds of miles in length that has leaped cataracts and rushed almost unchecked over rapids, spread at will over plains and piled up in its playfulness

acres of sandbars, suddenly finds itself contracted; high walls of rough rocks, built up layer upon layer until they attain at some places from fifty to a hundred feet in height, have prescribed its limits. As if maddened beyond control, in the height of its anger apparently, it dashes into the jaws of the rocky monster that appears to swallow it.

"Taking a good look at the stream from the top of the bridge, I crossed, and proceeding for some distance up its side I soon came in view of some rafts preparing to enter what to many a poor fellow has been the Valley of Death. A request that I might have a passage was readily granted, and in a few minutes by some maneuvering the raft was started, and on we went gliding gracefully down the stream. The current appeared to me to get swifter and swifter, until the whole raft of cribs of lumber pinned together seemed to tremble and twist and be determined to go to pieces just because I was on it. I have heard of a lake somewhere up here called Devil's Lake; the same name should be given to this part of the Wisconsin River, in my opinion.

"We are fairly afloat on the fierce, rolling, rushing tide, speeding down toward the turn above the bridge, where projecting into the stream is the dangerous rock, on the starboard hand of the river, called Notch Rock. Having sheered too much, or given too wide a berth to the eddy or some whirl on the opposite side of the stream, we swung too far and came too near the Notch, passing, it seemed to me, within four feet of the savage-looking point of the rock. On we went, the men plying their sweeps or oars with a vigor that appeared to denote a danger at hand. Looking up at the sides of the Dells when close to the bridge I beheld a scene of which I have never seen the equal.

"In some places the points of the massive masonry of rocks seemed ready to fall on the raft and crush it to atoms. Their upper points or promontories that hung over and far above the stream seemed held in their places only by the strong roots of some towering pines, whose points or apex seemed lost in the clouds, and the roots of which had grappled with the monstrous stone or wall, running into every crevice, rift or fissure, as though the two had united their strength to resist the efforts of some hurricane that had sought to dislodge them. Upon the outward limbs of some of these Norway pines here and there was seen a bird greatly resembling the kingfisher, calmly looking down upon the swift water that here, in its narrowest limits, was maddened and infuriated, writhing, twisting, whirling, seething and foaming, like some huge monster that was in an agony of pain as it forced itself through the craggy passage.

"Little birds were seen hopping about the crevices of the rocks, picking up insects from the moss; and pretty little shrubs could be seen

snugly stowed away 'under the lee,' or in the crooks of the stony banks, safe from rain or wind, as though they had

" 'Chosen the humble valley, and had rather
Grow a safe shrub below, than dare the winds
And be a cedar.'

"Just as we passed the bridge, a hole or concave place appeared in sight close ahead of the raft, looking as if some leviathan had suddenly sucked down a hollow in the water; this place of hollow water seemed twenty feet across, and into this eddy the two forward cribs of the raft appeared to sink and to disappear, the water rushing upon the lumber and the whole raft feeling as if it was about to turn over with a twirl and go to the bottom of the vortex. I fancied I read in the faces of two of those belonging to the raft a sign of more than common danger; and a rushing backward and forward with the sweeps as the men put forth all their strength and activity induced me to commence the process of taking off an overcoat. This elicited a laugh from two of the 'red shirts;' however it was apparent to me that unless the raft speedily righted it would soon be 'every man for himself and God for us all.' This was the Grand Eddy. I call it the Maelstrom on a small scale, but large enough.

"I have no doubt that men accustomed to running the Dells get blunted to the danger, but I fully believe that to the unfortunate who gets overboard in the Wisconsin near the Dells, death is certain. I have passed many years of my life at sea, been tempest-tossed in some of the worst gales that ever swept any ocean. I have seen the crested waves of Cape Horn kiss the top-sail yard-arms of more than one good ship. I was off Nantucket shores in that memorable equinoctial gale that some eighteen years since hurled dozens of vessels upon the Atlantic coast, in which two pilots boats foundered off New York and hundreds of sailors went to their ocean sepulcher. I have laughed at the Atlantic, when the good old liner 'Caledonia' reeled to and fro like a drunken man, and cries came up out of the deep; but never have I felt as I did when that raft dipped its forward end into the Grand Eddy below Dells bridge, when I believed danger was really near."

THE GREAT PRAIRIE BELT OF LIMESTONE

The most important land feature of the county is the high limestone prairie belt which separates the systems of the Rock and Wisconsin rivers. It crosses Green Lake County in a southwesterly direction, enters

Columbia County on the north line of Scott and Randolph townships, traverses the county in a line gradually veering to the west and, entering Dane County, turns due west. The western and northern face of this divide forms the eastern and southern side of the Wisconsin Valley continuously from the mouth of the river to the most eastern point of its great bend in Columbia County, and a spur of it is thrust out between the Wisconsin and Fox rivers to separate their waters. Further north the main ridge continues its northeasterly trend, leaving the Wisconsin entirely and becoming the eastern boundary of the upper Fox River as far as Lake Winnebago.

THE WATER COURSES OF COLUMBIA COUNTY

The western and central sections of Columbia County depend upon the Wisconsin River and its tributaries for drainage. The main stream enters the gorge already mentioned as the Dells not far above the southern boundary line of Juneau and Adams counties. This wonderful passage of seven miles has already been described. At its foot between the counties of Sauk and Columbia, the river enters upon the most remarkable bend in its whole length of 450 miles through the entire State of Wisconsin. Through the Dells its general course is southward, but it is now turned almost due east by a hard, sharp quartzite range, like a flint arrow head, which stands for the union of the Baraboo bluffs pushing themselves in from Sauk County. Rising some four hundred feet above the river bottom it effectually turns the Wisconsin from its southerly course through the narrow Dells. The river then widens and naturally flows between low sand banks for seventeen miles to Portage.

Above Portage, where the Wisconsin forms the southern boundary line of the Town of Lewiston, the ground immediately north is lower than the water in the river; the heads of Neenah Creek, a tributary of the Fox, rising a short distance from its banks. In times of high water the Wisconsin naturally overflowed into these streams, and the two river systems—those of the Fox and Wisconsin—mingled their waters in the earlier times, and often flooded Portage and the adjacent country to the north, devastating property and destroying life.

At Portage the Fox, after flowing south of west for twenty miles approaches the Wisconsin, coming from the opposite direction. Where the two streams are nearest their natural channels are less than two miles apart. Before the days of the canal they were separated by a low sandy plain resting on the limestone belt described before. In a state of nature the water in the Fox was five feet below that of the Wisconsin at ordinary stages, and in times of high water the greater part of the inter-

vening low ground was overflowed by the latter. To this fact was chiefly due the disastrous spring rises in the Fox.

These natural conditions made necessary the construction of the canal and the levees, hereafter to be described.

After doubling the eastern end of the Baraboo bluffs, the Wisconsin turns again to the west, being forced in this direction by the high belt of limestone which separates it from the Rock River system. Soon after striking the limestone region the Wisconsin Valley in Columbia County assumes an altogether new character, which it retains to its mouth. It has now a nearly level and generally treeless bottom from three to six miles in width, bounded on both sides by bold bluffs of sandstone capped with limestone and rising to a height of two or three hundred feet.

The Fox River, which drains the northern sections of Columbia County, rises in the northeastern Town of Scott and the adjoining sections of Green Lake County, on the west edge of the limestone belt previously noted. Flowing southwest and west, nearly parallel to the Duck Creek branch of the Wisconsin, expanding into several little lakes in its course (Swan Lake, among others), it approaches the latter stream at Portage, where it turns abruptly northward on its way toward Lake Winnebago and Green Bay. It has already been said that in the spring, before the building of the levees, this portion of the Fox received a large amount of water from the Wisconsin, much of which reached it through a branch known as the Big Slough, or Neenah Creek, which, heading within a mile of the Wisconsin, in the Town of Lewiston, reaches the Fox just south of the north line of Columbia County near Fort Hope, Fort Winnebago Township.

The Rock River system, which drains the eastern portions of Columbia County, is represented by the Crawfish River.

There are several pretty little lakes in the county, which abound in fish and are favorites with summer tourists, like Silver Lake, at Portage, which is also an old-time haunt of the curlers; Swan Lake, a link in the Fox River, lying in Wyocena and Pacific townships; Lakes Loomis, Corning and Whiting, Town of Lewiston; Mud Lake, Town of Lowville, the head of Rocky Run, and Crystal Lake, in the Town of West Point. To tell the truth, however, though we would not be without such little gems of water, they are more ornamental than useful, and up to date have had small effect upon the destiny or progress of Columbia County.

PRAIRIES, MARSHES AND TIMBER LAND

In further expansion of the physical features of Columbia County, upon which so much of history depends, it may be said that its surface

is roughly divided into prairies, marshes and timber land, although all these have been materially changed, and are even now in process of transformation, by the modifying influences of civilization and devastation. The prairies are not coextensive with those of the pioneer times, because in places trees have been planted and natural second growths have matured. In general, Columbia County presents the flat prairies, chiefly seen along the Wisconsin River bottoms, and the more ordinary rolling or broken lands. In some cases as in the Town of West Point, the prairie area includes both lowland and bold outlying bluffs, reaching 300 feet in height.

The limestone prairie belt in Columbia County occupies large portions of the towns of West Point, Lodi, Arlington, Leeds, Hampden and Lowville, continuing northeast though somewhat broken, through the towns of Otsego, Courtland and Randolph, and finally passing into Green Lake County. This extensive prairie area is mostly on high land, occupying the summit of the watershed between the Wisconsin and Rock rivers, to which reference has been made. It is nearly always underlaid by the lower magnesia limestone, whose irregular upper surface contributes much to the rolling character of the prairie.

In the earlier times several of the most marked prairie regions had their special designations, like Empire Prairie in the south central tiers of townships, Fountain Prairie in the southeast, and Welsh and Portage prairies in the northeast.

With regard to the timber areas, the whole of the county outside the prairie regions was covered with a prevailing growth of oaks, interspersed with other forest trees. Along the Wisconsin and Baraboo rivers were belts of heavy timber, composed of oak, basswood, elm, hickory, butternut and soft maple. There were a few growths of heavy oaks in the more northern and eastern parts of the county, as in the towns of Lewiston, Fort Winnebago, Marcellon, Wyocena and Lowville, and further south in De Korra and Lodi. But there are now few continuous belts of heavy timber in the county; on the other hand there are many homesteads which are protected and beautified by groves and stretches of timber which, in their natural state, were on the bare prairie.

The marshes of Columbia County are usually small and the area of swamp, or waste lands, has greatly decreased within recent years. Both scientific drainage by the farmers, and the work of the state and national governments in diverting the flood waters into safe channels, have cut down the percentage to very small proportions. Prior to these improvements the marshes along Duck Creek and the Upper Fox River, east of Portage, stretched along as a dreary waste several miles in extent.

BUILDING STONE

Although Columbia County is rich in deposits of sandstone and limestone, and numerous outcroppings are visible in various parts of its area, these valuable building stones have not been utilized to any great extent. Small quarries are scattered throughout the county, such as those of limestone in Randolph, Courtland and Columbus townships, in the east, and Lowville in the central area, and sandstone workings in the Town of Fort Winnebago; also near Lodi and other sections in the Wisconsin valley region. There are valuable deposits of granite and iron in the Town of Caledonia, but they have not yet been developed commercially.

DAIRYING AND AGRICULTURE

It is not in the quarrying of building stone that the soil of Columbia County has yielded its riches to the people who have settled within its borders. But few counties in Southern Wisconsin have better natural advantages for the development of all dairy industries than Columbia. The territory is abundantly watered, grasses and all forage plants are abundantly grown, and the varied nature of the land furnishes much natural protection to live stock, even if the farmer fails to provide it. The result is that no industry is growing more rapidly, and fully seventy per cent of the milch cows owned by the agriculturists of the county are employed to maintain the supply of its creameries and cheese factories. Another good result is that Columbia County butter and cheese is hard to beat, although Wisconsin is preeminent as a dairy state.

The soil of Columbia county is rich in those elements required by corn and oats, by potatoes and vegetables, which are therefore its leading crops. It may be argued that because oats are so readily raised horses should be the main species of livestock; or it may be inferred that because well-to-do citizens will have good horses, they have set about to raise good oats and plenty of them. Which ever horn of the dilemma you take, it is certain that both oats and horses are large sources of wealth to Columbia County.

The details of these general statements are brought out in the chapter devoted to picturing the county as it is today. The story begun in the foregoing pages aims to tell what Nature had done for this section of the state, before either red man or white man came to improve upon its ways.

CHAPTER II

THE ORIGINAL SETTLERS

MOUND BUILDERS KEEP TO THE WATER COURSES—MOUNDS OF THE KILBOURN REGION—FIRST TIDINGS OF COLUMBIA COUNTY INDIANS—THE WINNEBAGOES AND MENOMINEES—LAST OF THE INDIAN LANDS—WINNEBAGO VILLAGES—DE KORRA, THE NOBLE CHIEF—INDIAN PAYMENT OF 1830—MRS. KEDZIE DESCRIBES THE CHIEFS—YELLOW THUNDER, LAST WINNEBAGO WAR CHIEF—PERSONAL RECOLLECTIONS OF YELLOW THUNDER (MRS. LYDIA A. FLANDERS)—LAST FORCED MARCH OF THE WINNEBAGOES—THE PAYMENT OF 1914.

Most of the relics left by prehistoric man, the predecessor of the Indian, indicate that his habitations and his migrations were largely fixed and guided by the availability of the region for sustenance and facility of transportation provided by the water courses of the land. The old forts, and shrines, and hearths of the Mound Builders stretch through the great valleys of the Northwest, usually not far from the present-day streams. Both prehistoric man and historic Indian appear to have had in mind, in the selecting of their habitations and territorial domain, attractiveness of village sites and lands, riches of streams and forests, and facilities of migration, whether undertaken in movements of offence or defence.

MOUND BUILDERS KEEP TO THE WATER COURSES

In Columbia County, as in other localities where the original inhabitants have left evidences of their life and works, prehistoric relics and structures are sometimes found stranded on inland hillsides, but almost uniformly near a valley formation or a pronounced depression. Not only is it certain that there has been a notable decrease in the volume of all existing bodies of water, but inland valleys and sinks and ancient shore lines, are evidences that many have entirely disappeared; but, as stated,

the works of the Mound Builders are never far away from such evidences of old-time streams or lakes.

In some of the mounds examined in Columbia County are found near the surface relics of Indian origin, such as flint arrowheads, beads and pottery, while further below, and always near the base line, come the stone implements and the remnants of human bones that crumble into dust as soon as brought to the surface: striking evidences of primitive, if not prehistoric occupancy. There is still another class of remains and relics, like those discovered some years ago near Wyocena where the branches of Duck Creek come together. In an oak grove, about a mile from the old Military road running from Green Bay via Portage to Prairie du Chien, is a well defined chain of earth works and depressions. The latter are pronounced rifle pits, and local antiquarians have dug from them not only Indian arrow heads, rusty bayonets of the American flint-lock musket, and pewter buttons stamped with the U. S. of the "regulars," but skulls and bones—all indicating a battle-field contested by the reds and whites at that point. Now in midstream, opposite the earth works and rifle pits, is a little rise of land which once formed a portion of the site of an Indian village.

MOUNDS OF THE KILBOURN REGION

The most pronounced evidences of prehistoric habitation have been found in the romantic region of the Dells, especially in and near Kilbourn City. One of the largest of the mounds was destroyed, years ago, in the construction of a village street. It was lizardlike in shape, with its head pointing toward the west, and originally the figure must have been 200 feet long.

Very often one of these image or animal mounds will be surrounded by several which are conical in shape. A few miles from Kilbourn may be found one of the most curious groups to be seen in that section of the state. It occupies a plat of ground about 300 feet long and 80 feet wide. Near the southeast corner of the plat is the figure of a deer, the head being toward the west. Immediately to the north is a representation of a lizard, some 300 feet in length, around its head being eight or ten conical mounds, some of them twelve feet in height.

About four miles south of Kilbourn, on the east bank of the Wisconsin River, is another interesting group. The mounds, in fact, are found in a number of other localities within a few miles of Kilbourn City.

That the mounds were built at a remote period is evident. On many of them trees more than two hundred years old are found growing, and how many more have attained their maturity, died and fallen into decay,

LOUIS' BLUFF, HEAD OF THE WISCONSIN DELLS—OLD INDIAN SIGNAL STATION.



it is impossible to tell. Another proof of the great antiquity of the mounds is the depth of the alluvial soil which covers them.

FIRST TIDINGS OF COLUMBIA COUNTY INDIANS

It is believed that the first historic evidences of human life within the present limits of Columbia County were the recorded tidings brought to Champlain of the tribe of Indians who hunted, fished and warred in a region many leagues beyond Lake Huron. They were called Mashkoutenec; later, Mascoutens. The Hurons translated the word as Fire Nation, and such French authorities as Marquette adopted their interpretation; others, like the scholarly Dablon and Charlevoix claimed the word was derived from Muskoutenec, a prairie, and should be translated "Men of the prairie," or "prairie people." But whether that tribe, of whom Champlain heard, should be called the Fire Nation or Men of the Prairie, it is certain that its members were long known as the Mascoutens; that they had numerous villages in what is now Green Lake County and that their hunting grounds, at least, stretched along the Fox River well into the present bounds of Columbia County.

THE WINNEBAGOES AND MENOMINEES

The nearest tribe to the Mascoutens down the Fox River was that of the Winnebagoes, whose homes were at the mouth of that stream and around Lake Winnebago. To the south, extending well up Rock River, were the Illinois, who were afterward driven beyond the Mississippi. The Foxes then crowded the Mascoutens southward to the shores of Lake Michigan, and after occupying territory which included the Columbia County of today for a time, migrated toward the southwest.

Then came the Winnebagoes from the Green Bay and Lake Winnebago regions, their territory gradually extending up the Fox River, across the portage and down the Wisconsin. They seemed to be both a strong and patient tribe and founded several villages within the county which flourished for a number of years. Although several treaties of peace were made with the Winnebagoes, who had succeeded to the great Chippewa Territory of Northern Wisconsin and the lands of the Foxes in the central and southern parts of the state, the general Government did not finally obtain a cession of the Winnebago lands in Columbia County until 1833 and 1837. The treaty of the former year ceded all except the area now included in the Town of Caledonia, and that section of the county became Government property in the latter year.

LAST OF THE INDIAN LANDS

The Indian lands of Columbia County now included the tract between the Fox and Wisconsin rivers, including the extreme northwest embraced by the towns of Newport and Lewiston, that portion of Fort Winnebago west of the Fox, the village of Kilbourn City and a part of the City of Portage. This section of Northwestern Columbia County was included in the Menominee lands until January 23, 1849, although the Indians of that tribe had never settled upon them. The treaty of that date ceded all these lands to the general Government; but they remained in actual possession of them until 1851.

WINNEBAGO VILLAGES

The Winnebagoes were the only red men who became actual residents of Columbia County. The largest of their villages, which was two miles south of the portage, consisted of more than one hundred lodges, and was occupied by their principal chief, De Korra, from whom the town is named. The village was afterward moved to land known as the Caffrey place, Town of Caledonia, at the foot of a bluff between the Wisconsin and Baraboo rivers. The school house of District No. 5 subsequently occupied a part of the site. Soon after the completion of Fort Winnebago in 1830, the Winnebago villages commenced to disintegrate, and there were few remains of them when the title to their lands was extinguished in 1837.

DE KORRA, THE NOBLE CHIEF

It is said that De Korra, perhaps the best known of the early chiefs in Columbia County, was the grandson of Sebrevor de Carrie, an officer in the French army who was mortally wounded at Quebec in 1760, and who had previously been a fur trader among the Winnebago Indians. His name, at least, has been derived from that source. He was a favorite with white settlers and a picturesque figure at the annual gathering of his tribe, when the Government paid the Indians their annuities at Fort Winnebago.

INDIAN PAYMENT OF 1830

A payment made to the Winnebagoes in 1830 is thus described by an eye-witness: "There were two divisions of the Winnebago Indians, one of which was paid by the agent at the portage, the other at Prairie

du Chien. The first, between 4,000 and 5,000 in number, received according to treaty stipulations, \$15,000 annually, besides a considerable amount of presents and certain rations of bread and pork, to be issued in times of emergency throughout the year. The principal villages of this division of the tribe were at Lake Winnebago, Green and Fox lakes, the Barribault (now Baraboo), Mud Lake (Dodge County), the Four Lakes, Kosh-ko-nong (White Crow's village) and Turtle Creek (now Beloit). Messengers were dispatched at or before the arrival of the annuity money to all the villages, to notify the heads of families or lodges to assemble at the portage.

"When arrived the masters of families, under their different chiefs, gave in their names and the number in their lodges to be registered. As, in paying, a sum of money is apportioned to each individual, it is an object to the head of a lodge to make the number registered as great as possible. Each one brings his little bundle of sticks and presents it to the agent to register. Sometimes a dialogue like the following occurs: 'How many have you in your lodge?'

"The Indian carefully and with great ceremony counts a bundle of sticks—'Fifteen.'

" 'How many men?'

" 'Two.'

"The agent lays aside two sticks.

" 'How many women?'

" 'Three.'

"Three more sticks are separated.

" 'Eight.'

"Eight sticks are added to the heap.

" 'What is the meaning of those two sticks that remain?'

"The culprit, whose arithmetic had not served him to carry out this deception, disappears amid the shouts and jeers of his companions, who are always well pleased at the detection of any roguery in which they have had no share.

"The young officers generally assisted in counting out and delivering the money at these payments and it was no unusual thing, as the last band came up, for the chiefs to take a quantity of silver out of the box and request their father to pay his friends for their trouble, seeming really disturbed at his refusal. In this, as in almost every instance, we see the native courtesy and politeness which are never lost sight of among them. If a party comes to their father to beg for provisions and food is offered them, however hungry they may be, each waits patiently until one of the company makes an equal distribution of the

whole, and then taking his share eats it quietly, with the greatest moderation. I never saw this rule violated, save in one instance.

"Our friend, Pawnee Blanc, 'the old dandy,' once came with a party of Indians requesting permission to dance for us in the open space before the door. It was a warm, dusty afternoon, and as our friends grew heated and fatigued with their violent and long-continued exercise, a pitcher of raspberry negus was prepared and sent out to them. Pawnee received the pitcher and tumbler, and pouring the latter about half full gave it to the first in the circle, then filled the same for the next and so on, until it occurred to him to look into the pitcher. What he saw there, determined his course of action; so, setting the tumbler on the ground he raised the pitcher to his lips and gave a hearty pull, after which he went on, giving less and less, until he was called to have the pitcher replenished. All present agreed it was the first instance they had ever witnessed of an Indian appearing afraid of getting less of a thing than his share.

"During the payment a good many kegs of whiskey find their way into the lodges of the Indians, notwithstanding the watchfulness of both officers and agent. Where there is a demand there will always be a supply, let the legal prohibitions be what they may. The last day of the payment is invariably one of general carousing.

"When the men begin their frolic, the women carefully gather all the guns, knives, tomahawks and weapons of every description and secrete them, that as little mischief as possible may be done in the absence of all restraint and reason. I am sorry to record that our little friend, Pawnee Blanc, was greatly addicted to the pleasures of the bottle.

"Among the presents for the chiefs brought from the east was a trunk of blue cloth coats trimmed with broad gold lace, and a box of round, black hats, ornamented in a similar manner. All who are familiar with Indians of whatever tribe will have observed that their first step toward civilization, whether a man or a woman, is mounting a man's hat decorated with tinsel, ribbons and feathers. Pawnee was among the happy number remembered in the distribution, so donning at once his new costume and tying a few additional bunches of gay-colored ribbons to a long spear that was always his baton of ceremony, he came at once, followed by an admiring train chiefly of women, to pay me a visit of state.

"The solemn gravity of his countenance as he motioned away those who would approach too near and finger his newly received finery; the dignity with which he strutted along, edging this way and that to avoid any possible contact from homely, everyday wardrobes, augured

well for a continuation of propriety and self-respect and a due consideration of the good opinion of all around.

"But, alas for Pawnee! Late in the day, we saw him assisted toward his lodge by two stout young Indians, who had pulled him out of a ditch, his fine coat covered with mud, his hat battered, his spear shorn of its gay streamers, and poor Pawnee himself weeping and uttering all the doleful lamentations of a tipsy Indian."

MRS. KINZIE DESCRIBES THE CHIEFS

John H. Kinzie, son of the John Kinzie who is generally called the "father of Chicago," came to Fort Winnebago as the Indian agent in 1831, accompanied by his charming and talented young wife. She was the author of "Wau-Bun," that interesting and valuable book dealing with life and events at such frontier posts as Fort Dearborn and Fort Winnebago. We shall have occasion to draw upon her reminiscences later, our present indebtedness to her being on the score of her piquant description of the best known of the Winnebago chiefs, in these words: "After breakfast I received a visit from the principal chiefs, who had put on their best of apparel and paint, to receive their new mother.

"There was Naw-Kaw or Kar-ray-mau-nee, the Walking Turtle, then the principal chief of the nation, a stalwart Indian with a broad, pleasant countenance, the great peculiarity of which was an immense under lip hanging nearly to his chin.

"There was old De-Kau-ray (De Korra), the most noble, dignified and venerable of his own, or indeed of any tribe. His fine, Roman countenance, rendered still more striking by his bald head, with one tuft of long, silvery hair, neatly tied and falling to his shoulders; his perfectly neat and appropriate dress, almost without ornament, and his courteous demeanor never laid aside under any circumstances, all combined to give him the highest place in the consideration of all who knew him.

"There was Black Wolf, whose lowering, surly face was well described by his name. The fierce expression of his countenance was greatly heightened by the masses of heavy black hair hanging around it, quite contrary to the usual fashion among the Winnebagoes. They, for the most part, remove a portion of the hair, the remainder of which is drawn to the back of the head, clubbed and ornamented with beads, ribbons, cock feathers, or, if they are so entitled, an eagle's feather for every scalp taken from an enemy.

"There was Talk English, a remarkably handsome young Indian,

who received his name in the following manner: He was one of the party of sixteen Winnebagoes who had, by invitation, accompanied their agent and Major Forsyth (or the Chippewa, as he was called) on a visit to the president at Washington, the year previous. On the journey the question naturally addressed to them by people not familiar with the western Indians was 'Do you talk English?' The young fellow, being very observant, came to his father. 'What do they mean by this? Everybody says to me, "Talk English!"' The agent interpreted the words to him. 'Ah, very well!' The next place they arrived at was Lockport, New York. Jumping off the canal boat upon the lock, he ran up to the first man he met and thrusting forward his face called out 'Talk Eengeesh!' 'Yes,' said the man. 'Do you talk English?' 'Ya-as.' From that time forward he always bore the name of Talk English and was registered on the payrolls by that title, of which he was not a little proud.

'Hoo-wau-nee-kah, the Little Elk, was another of the distinguished men of the tribe. He had likewise been at Washington. Henry Clay, when he visited them, after looking carefully at the countenances and bearing of all the members of the deputation, had indicated him as possessing the greatest talent; and he was greatly pleased when informed that he was the principal orator of the nation and decidedly superior in abilities to any other individual of the tribe.

'Then there was Kau-ray-kaw-saw-kaw, the White Crow, a Rock River Indian, who afterward distinguished himself as a friend of the whites during the Sauk war. He was called by the French, Le Borgne, from having lost an eye; and the black silk handkerchief which he wore drooping over the left side of his face to disguise the blemish, taken with his native costume, gave him a very singular appearance.

'There was a nephew of the defunct Four Legs, to whom, with justice, was given by both whites and Indians, the appellation of the Dandy. When out of mourning, his dress was of the most studied and fanciful character. A shirt (when he condescended to wear any) of the brightest colors, ornamented with innumerable rows of silver brooches set thickly together; never less than two pairs of silver arm bands; leggings and moccasins of the most elaborate embroidery, in ribbons and porcupine quills; everything that he could devise in the shape of an ornament, hanging to his club of hair behind; a feather fan in one hand, and in the other a mirror in which he contemplated himself every few minutes. These with the variety and brilliancy of the colors upon his face, the suitable choice and application of which occupied no small portion of the hours allotted to his toilet, made up the equipment of young Four Legs.

"This devotion to dress and appearance seemed not altogether out of place in a youthful dandy; but we had likewise an old one of the same stamp. Pawnee Blane, or the White Pawnee, surpassed his younger competitor, if possible, in attention to his personal attractions. Upon the present occasion he appeared in all his finery, and went through the customary salutations with an air of solemn dignity, and then walked, as did the other, into the parlor (for I had received them in the hall), where they all seated themselves on the floor.

"Fortunately the room was not bare of furniture, but 'Alas!' thought I, 'for my pretty carpet if this is to be the way they pay their respects to me!' I watched the falling of their ashes from their long pipes, and the other inconveniences of the use of tobacco, or kin-ni-kin-nie, with absolute dismay."

YELLOW THUNDER, LAST WINNEBAGO WAR CHIEF

Some years after Mrs. Kinzie wrote these descriptions of the best known Winnebago leaders of the very early times, Yellow Thunder (Mi-ja-jin-a-ka) commenced to come into notice, and for years was the Good Indian of Columbia County. Those who knew him in his younger years admired his poise and unfailing kindness to white and red, and as the years went by, and his character never changed, he became an object of general pride and love. Yellow Thunder, who died in 1874, was the last war chief of the Winnebagoes and, as such, aside from the steadfastness and nobility of his character, has a high place among the historical figures of Wisconsin.

Among those who knew this noble red man longest and best was the late Mrs. Lydia A. Flanders, of Portage, who contributes the following:

PERSONAL RECOLLECTIONS OF YELLOW THUNDER

By Mrs. Lydia A. Flanders

The red races are passing away before the silent but irresistible spread of civilization. The tenure of Indian sovereignty is as precarious as the habitation of the deer, his co-tenant of the forest. Their gradual displacement is as inevitable as the progress of events. A portion of the Indian family is destined to a citizenship with ourselves; but this can only be accomplished by the adoption of agricultural pursuits and the diffusion of knowledge among them. At no distant day the war shout of the Red man will fall away into eternal silence upon the shores of the distant Pacific. Industry will then have taken up her abode in the seclusion of the forest. The church will rise upon the

ruins of the Council House: the railway will then pursue the distant trail: the plough-shares turn the sod of the hunting ground, and the continuous hum of industry will rise from ocean to ocean when the destiny of the Indian is thus fulfilled. The words of the Great Seneca orator (Honaious or "Farmer's Brother") will rise up in perpetual remembrance, "Who then, lives to mourn us? None. What works our extermination? Nothing."—Third Annual Report of the Regents of N. Y. University, Historical and Antiquarian Collection.

It is a matter of rejoicing among humane and fair-minded people that the sentiment "the only good Indian is a dead Indian," is no longer accepted, and less frequently heard.

History records the first lessons taught our savage brothers. These were lessons of deceit, dishonesty, and intemperance. They were apt scholars, and after half a century of personal observation of the relations between the white man and the Indian, we are fain to lean, in charity, to the side of the latter. Adding to their savage natures these grosser elements of civilization, can we expect the product to be one with nice or even moderate distinctions? Our attitude toward them now should be governed by this knowledge and their helplessness. Herbert Spencer's oft quoted line "The survival of the fittest," if applied to the Indian, is a compliment to the white man which is capable of exceptions, and the sentiment is modified when treating of individuals. "Noble red man," so often ironically quoted, is certainly not a flight of romantic fancy, but a knowable and veritable fact.

More than fifty years ago, when a child of nine years, I wandered one October day, a short distance from my home, then a settler's cabin. Glancing along the trail, I saw an Indian approaching. Terrorized and unable to move, I stared, but did not utter a sound. He approached nearer and held out his hand and in the most pleasant of voices said, "How? How?" I still felt unconvinced of my safety, even if the face before me was not at all formidable, and the expression one of extreme good nature, and murmuring something that I suppose was meant as a farewell, he passed on. That was my introduction to Chief Yellow Thunder, and the beginning of a friendship which lasted many years, in fact, to the time of his death.

On a stream of water flowing through my father's farm and near the point made memorable by Mrs. Kinzie in that most delightful book "Wau-Bun," is an old-time camping ground of the Indians. On the outside curve of this stream, on a slight elevation thickly covered with trees, is where, on their journeys to and from Madison, where they went for their annuity, they camped sometimes for days and often for weeks,

hunting, fishing, and some of the tribes begging, in which last mentioned pastime, however, our Chief did not in the slightest degree participate.

Combined with the dignity of his bearing was an air of self-respect, which enveloped him as a mantle. He was tall and well proportioned, with a hand that was shapely and slender and a voice deep and clear, devoid of the gutturals or sharpness which is characteristic of the voices of many of these people.

He was not in the least affected by his visit to Washington, which was made about the year 1838. Such was not the case however, with his wife, who was greatly set up by her traveled experience. Apparently with him it was a natural event, of which he talked freely: with her it was greatness achieved: with him a part of the expected: with her one more feather in her head-band, and ever after she demanded the greatest deference from her people, as well as the title "Madam Washington."

Whenever any of the tribe partook too freely of fire-water the old chief ordered them tied and a guard set, but when this disgrace came to his own dwelling, in the person of his wife, he took himself off, no one knew whence or whither, until quiet and order were again restored to his household.

I never saw him in paint or feathers. A small braid of hair near the crown, into which a small black ribbon was woven, was all his head ornament. Otherwise he wore his hair as did the white man, parted on the left side and brushed to the right. His garments were very similar to the white man's in fashion though not in texture, except that his blanket was always a part of his apparel. He was a firm believer in noble lineage, and repudiated any and all the so-called "Chiefs," who found their way to back doors, or in fact to any doors, to beg, and in an apologetic manner told my father that his wife was a tribes-woman, meaning not his equal, though always appearing kind and courteous to her. Incidentally she was the hewer of wood and the drawer of water, as well as the doer of all other menial tasks. His affair was to furnish the game, hers to see that it was prepared, either for cooking or, if peltries, stretched and drying.

Few there are living today who can tell of good deeds and courtesies extended to them by this son of the wilderness, but many there were who could during our long acquaintance with him. Many times he cheered and sheltered lost and belated settlers, and when wishing to return the value of some favor it was sent by the hand of his wife, who I grieve to say, often tried to bargain his generosity by the gain of something for herself. Once he engaged a settler to carry himself, wife, and belongings to their home near Delton. The conveyance was a wagon into which their outfit was piled, and among these she, of Washington

fame, calmly seated herself. Not so the Chief. He sat beside the driver erect and dignified and appeared not to see how unprincesslike was the position she had assumed.

Always on approaching my father's house he gave some signal, perhaps a few light taps on the porch or door and never did he enter without permission and a word of welcome, something he was sure of from all its inmates.

His instincts were gentle and had fortune placed him among the "fittest" he would readily have been recorded as one of nature's noblemen, a title, knowing him as I did, I cheerfully accord him.

As years came on apace, his visits to the old camping ground became more rare and finally ceased altogether, followed in February, 1874, by the tidings of his death, sincerely mourned by many of the early settlers as well as by his own people. I am glad to chronicle the fact that a portrait of Yellow Thunder, done in oil, by the distinguished artist, S. D. Coates, hangs in the gallery of the Wisconsin Historical Society, with many others, whose names are prominently connected with the history of Wisconsin.

Not very different from the white man's idea of Heaven is the thought of the place, in the mind of "poor Lo" of *his* state of future bliss, and truly he "sees his God in clouds and hears him in the wind, and thinks, when taken to that blessed land his faithful dog shall bear him company."

By the report submitted to the House of Representatives, September 17, 1850, it appears that about 900 of the Winnebagoes were forced from the Fort Winnebago region soon after the signing of the 1837 treaty, while about 300 remained in the swamps, inaccessible to the two regiments of United States troops looking for them. In 1846 a new treaty was effected by which the Winnebagoes were to be moved about 500 miles north of their allotted lands in Iowa. Some 1,300 did so in the summer of 1848, 400 lingering in Wisconsin and Iowa. In February, 1850, quite a band of them located between the Bad Axe and Black rivers and became threatening and insolent; but they yielded to better councils. Other removals followed.

LAST FORCED MARCH OF THE WINNEBAGOES

When, in 1837, the Winnebagoes disposed of all their lands east of the Mississippi to the United States, they stipulated that within eight months they would move west of the great river. As many of them delayed their departure under various pretenses, several forcible removals were effected by the Government working through the United

States of America. The last of these enforced departures occurred two days before the Christmas of 1873. Early in the morning of that day Captain S. A. Hunt and ex-Sheriff Pool crossed the old Wisconsin River bridge at Portage, heading a detachment of United States troops. The little expedition was bound for the Baraboo River, where, near the Crawford bridge, a considerable number of Winnebagoes had gathered for a feast and an annual meeting.

Almost every lodge for forty miles around had its delegate. The Winnebagoes (Bagoes, as they were called) had pooled their wigwams, their feathers, their paint, their wampum, and were having a hilarious time when their pow-wow was interrupted by the appearance of the uninvited boys in blue. Of course the greatest consternation prevailed, for the Indians knew at once that they must follow the bulk of their tribe to the reservation in Nebraska. A parley followed, and as the Bagoes refused to be persuaded by mildness, they were surrounded by Captain Hunt's men and made prisoners to the number of nearly a hundred.

With as little delay as possible the captives were arranged in marching order and just before noon, with their families and all their festive paraphernalia, sullenly wound over the hill near the Catholic Church, escorted by the United States troops. They were marched to the depot, safely lodged in the cars, and a full supply of rations dealt out to them.

After they had been housed, Captain Hunt set about to inform himself whether any of his captives had become real estate owners, or had done anything else to show that they had abandoned their tribal relations and were entitled to remain as citizens. Inquiry was made for Yellow Thunder, Good Village, War Club, Snake Swallow, McWima and Pretty Man, but it was found that only two of them were among the captives and they were allowed to depart. John Little John and High Snake were taken with the more common Winnebagoes. Although not legally entitled to remain, as their characters were quite warmly upheld by a number of respectable citizens, they were informed that they could return to Columbia county later, if they so desired. The ponies and all the other "traps" belonging to the Indians were then collected and loaded into the baggage cars, and at 6 o'clock the train was under way for Sparta, Monroe County, which was to be the point of rendezvous for all the Winnebagoes gathered in by Captain Hunt, who was the official government agent for the removal of members of the tribe who still remained in Southern Wisconsin.

Sunday and Monday were busy days and nights for ex-Sheriff Pool, his specialty being the collection of the squaws and families of the Winnebago braves who had not accompanied their lords to the Baraboo

celebration. A writer of that time and event puts the matter thus: "As an Indian dance is very like a white man's frolic in some of its characteristics, it was not a matter of surprise to learn that a number of braves were alone at this dance, while the squaws were doing the menial work of housekeeping at home and attending to the papooses. Now Big Jim was just one of that kind, and several others might be named, but out of respect for their families we will not put their names in print. The circumstances, however, made it necessary for Captain Hunt to dispatch Mr. Pool and other messengers for their families, which were at Briggsville (Marquette County, just above the Columbia line) and other places. By Monday evening Mr. Pool had two or three dozen of them congregated here, and on Tuesday evening they were forwarded to Sparta." It would thus appear that the Christmas festivities of the Winnebagoes were rather rudely disturbed in 1873. As we have seen, their beloved and venerable chief, Yellow Thunder, remained in Columbia County and died in the year following the last forcible removal of his people.

As remarked by the late A. J. Turner, who has made such valuable contributions to the history of Columbia County, "this region continues to be the abode of straggling bands of them, from whose camps the descendants of De Korra, Yellow Thunder and Mi-ja-jin-a-ka (Dixon) annually depart for the blueberry plains and cranberry marshes to replenish their finances, to trap rats on the Neenah in season and indulge in fire water out of season, but give no evidence of 'passing away.' Lo is with us to stay."

THE PAYMENT OF 1914

About the only chance now to see the remnant of the once powerful Winnebago tribe resident in Columbia County is to be in Portage at the time of an annuity payment. Fort Winnebago is no more and the old Indian agency house is a farm building, but the hundred or so red men, women and papooses hang around the banks of the city for twenty-four or forty-eight hours after receiving their annuities. Probably the last chance at the public crib there occurred at their payment of March, 1914.

Pending the permanent settlement with the Indians of the United States an arbitrary allotment of \$16,000 was granted to the Winnebagoes of the district including Columbia County. As there are 1,285 Indians altogether included in the allotment, \$12.45 was paid to each individual.

They came early in the morning, from all points of the compass,

and the main street of Portage was soon a little panorama of present-day Indians. Groups of gray-haired Winnebagoes dressed like farmers; middle-aged women with red and blue shawls wrapped around them, sometimes bundling up a big faced stolid papoose; and stocky, bow-legged, black haired young men and bright girls with glistening braids down their backs, dressed neatly and becomingly, hung around chilly corners, apparently doing next to nothing with solid satisfaction. Occasionally a couple of young sports would pass along the street, with up-to-date shoes, clothes, stick pins and all, and glance superciliously at the loungers, as they picked up their heels with the sprightliness of their young white brothers bound on countless pressing errands of pleasure and profit. Toward evening and far into the next day, the Bagoes were still gloating over the attractions of Portage, as if very loth to turn their steps toward their country homes; but they finally commenced to break ranks. The squaws came out of bakeries loaded with bread and cakes and looked up and down the street—evidently for the heads of families. By twos and threes the women and men straggled away toward the outskirts; sometimes a family intact, but more often paired off and segregated according to sex—men with men and women with women. It may be that this will be the last gathering of the Columbia County Winnebagoes. If it is, we wish them good luck, for, on the whole, they have been a credit to their race, and their leaders have furnished our white citizens with not a few examples of gentleness, courtesy and sustained strength of character which might well be emulated by all, irrespective of color or human family.

CHAPTER III

FIRST WHITE VISITORS

NICOLET AND COLUMBIA COUNTY—WHERE WAS THE MASCOUTEN VILLAGE?—JOLIET AND MARQUETTE PASS THE PORTAGE—MEMORIAL AT THE PLACE OF CROSSING—HENNEPIN AT THE PORTAGE—LASALLE AND JONATHAN CARVER—VISITS OF UNITED STATES SOLDIERS—TRADERS AND CARRIERS.

Was Jean Nicolet, the great French explorer, the first white visitor to Columbia County, in 1643? Page upon page has been written on this question, most of the controversy raging around a sentence in the "Jesuit Relations" of 1640, which reads: "The Sieur Nicolet, who has penetrated the furthest into these so remote countries, assured me that if he had sailed three days further upon a large river which issues from this lake he would have reached the sea." The main point of the dispute hovers over the word "sea;" as to whether it means the large body of water we now know as the Wisconsin, or the Father of Waters, the Mississippi.

NICOLET AND COLUMBIA COUNTY

The weight of doubt is against the probability that Nicolet reached the Mississippi, but those who believe that he reached the portage between the Fox and Wisconsin rivers in Columbia County, reason along the lines of that good authority and earnest man, the late A. J. Turner. In his "Family Tree of Columbia County" he says: "It is morally certain that he (Nicolet) did not depart from the Mascouten village, wherever located, to make an overland trip to some point on the Mississippi, when a much easier trip by water was at hand, which would have taken him through Columbia County. But even if he did make an overland journey, the trail from the Mascouten village would have taken him through Columbia County, for a well-defined Indian trail on the west bank of the Fox River to the Four Lakes region has

been known to exist for more than a century, and it has not been wholly obliterated to this day (written in 1904, I am assured by those who knew it well half a century ago."

WHERE WAS THE MASCOUTEN VILLAGE?

Volumes have been written over the location of the Mascouten village visited by Father Dablon in 1670, and the one at which Father Allouez established a mission in May, 1672. It is reasonably certain that the mission was founded in the large village mentioned in the "Relations" of 1670-1, and placed on a map published in that volume as three leagues from the portage. In June of the following year (1673) Joliet and Marquette visited the Allouez mission en route to the Wisconsin and the Mississippi. Various historians have placed the village all the way from northern Winnebago County to northern Columbia County, one of the latest investigators being firm in his conviction that it was near Governor's Bend, town of Fort Winnebago, on the west bank of the Fox River, on Section 16—three French leagues from the portage, as Marquette had written.

At least, a discovery of September, 1903, seems to point to the fact that this locality had been visited by traders or Jesuits. At the time mentioned, James Kirwin, of Portage, while digging along the banks of the river, uncovered a sun dial similar to the one found near Green Bay in the previous year and which Secretary Reuben G. Thwaites, of the Wisconsin State Historical Society, says "may have belonged to some fur trader or missionary."

"So it seems to me," says Turner, "the most reasonable theory that the Mascoutens village first visited by Dablon in 1670 was but one of the smaller outlying ones, and that the main village where Allouez established a mission two years later, which was visited by Marquette in 1673, was where he located it, three leagues from the portage.

"If we may conclude then that such was the fact, we find there every condition referred to by Marquette. He says: 'As we approached the Mashkoutons, the Fire Nation, I had the curiosity to drink the mineral waters of the river which is not far from the town.' Turning aside from his ascent of the Fox he would, by running up the Nee-nah creek a little more than half a mile come to a famous spring on section 8 near Corning Station. Continuing his narrative Marquette wrote: 'I also took time to examine an herb, the virtue of which an Indian who possessed the secret had, with many ceremonies, made known to Father Allouez. Its root is useful against the bite of serpents, the Almighty having been pleased to give this remedy against a poison

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MARQUETTE VOYAGING TOWARD THE MISSISSIPPI

very common in this country. * * * I put some into my canoe to examine it at leisure while we went on our way toward Maskoutons where we arrived on the 7th of June. Here we are then at Maskoutons.'

"The most famous spring in the Fox River valley, of which I have any knowledge—for I assume that the 'mineral waters of the river' of which Marquette speaks, are those of a spring or a rivulet discharged from a spring—is that above alluded to, near Corning Station. As it flows across the morass a few rods to discharge into the Neenah the medical herb, *Gilliana Trifoliata*, or Indian Snake Root, Marquette refers to as an antedote for the snake bite, will be found in abundance.

"It would seem that every traveler, who crossed the portage in early times, did so with an awe of the serpent, for I have never read one of their accounts in which the numerous serpents or sonnettes they saw were not abundantly referred to, although I believe none of them ever recorded any unhappy experiences with them beyond their disagreeable presence. At all events Marquette provided himself with the herb, as most fishermen do with something when they go into dangerous places inhabited by the tenants of the pool. So, fortified with herbs, Marquette returned to his canoe and proceeded on his way to the village 'not far away.' Reaching it he exclaims 'Here we are then, at Maskoutons.' There is no mention made of having to walk 'a short league' to reach it, as Dablon had, so one would conclude that it was situated on the immediate banks of the river.

"The fact is not to be overlooked that the village may have been on the Neenah instead of the Fox, for many of the earliest maps show the Neenah as a portion of the Fox, and the latter river from the junction of the two streams was considered as an affluent of the Fox, instead of a portion of it."

JOLIET AND MARQUETTE PASS THE PORTAGE

The arrival of Joliet, Marquette and his party at the village of the Mascoutens was on the 7th of June, 1673, and their departure on the 10th. Joliet represented the intendant of Canada and the king; Marquette, the Jesuits and the church. To the follower of St. Ignatius fell the task of recording secretary for the expedition. "We knew," wrote Father Marquette, "that there was, three leagues from Maskoutens, a river entering into the Mississippi; we knew, too, that the point of the compass we were to hold to reach it was west-southwest, but the way is so cut up by marshes and little lakes that it is easy to go astray, especially as the river leading to it is so covered with wild oats that you can hardly discover the channel. Hence we had good need of our two

Miami guides, who led us safely to a portage of 2,700 paces and helped us to transport our canoes to enter this river, after which they returned, leaving us alone in an unknown country in the hands of Providence.

“We now leave the waters which flow to Quebec, a distance of from four or five hundred leagues, to follow those which will henceforth lead us into strange lands. Before embarking we all began together a new devotion to the Blessed Virgin Immaculate, which we practiced every day, addressing her particular prayers, to put under her protection both our persons and the success of our voyage. Then, after having encouraged one another we got into our canoes. The river on which we embarked is called Meskousing; it is very broad, with a sandy bottom forming many shallows which render navigation very difficult. It is full of vine-clad islets. On the banks appear fertile lands, diversified with wood, prairie and hill. Here you find oaks, walnut, whitewood, and another kind of tree with branches armed with thorns. We saw no small game or fish, but deer and moose in considerable numbers.”

Several days after leaving the village of the Mascoutens, Joliet and Marquette, with their Indian guides, crossed the portage between the Fox and Wisconsin rivers, and about June 14, 1673, launched their canoes on the broad bosom of the Wisconsin, and started on their historic voyage which resulted in New France and the vast expansion of interior America.

MEMORIAL AT THE PLACE OF CROSSING

Waubun Chapter, Daughters of the American Revolution, which has achieved so much historically, commemorated the event May 9, 1902, by planting trees at either end of the portage, or Wauona. But neither the Marquette Tree nor the Joliet Tree seemed to thrive, and three years later the chapter presented the city of Portage with a fitting memorial of red granite, rockfaced except on one side where this inscription appears: “This tablet marks the place near which Jacques Marquette and Louis Joliet entered the Wisconsin river, June 14, 1673. Erected by Waubun Chapter, D. A. R., 1905.” The monument stands at the intersection of Bronson and Wisconsin streets, in the southern part of the city of Portage.

The memorial to Marquette and Joliet was unveiled on the 19th of October, the anniversary of the surrender of Cornwallis, always observed by the Daughters of the American Revolution with significant exercises of some kind. Rain interfered with out-of-door exercises, but the court room was filled with local and state celebrities, and from

the addresses of a number of eloquent speakers we select the following striking words uttered by Dr. Frederick J. Turner, then of the University of Wisconsin: "not only did religion enter the Mississippi valley with the advent of Marquette but in the presence of Joliet at Portage the power of France, the greatest nation of the time under Louis XIV, the great monarch, passed into the Mississippi valley. Already in 1671 at Sault Ste. Marie, France had laid claim to rights over the river system of which the Indians had made report, but which as yet had not been explored. But now in the person of these daring wanderers France justified her claims to one of the greatest and richest regions of the globe—a domain for which in later years England, Spain and the United States contended by diplomacy and by arms, until another Frenchman, the antithesis of Marquette, the great Napoleon, gave the Louisiana territory to the United States

"Joliet was the leader of the expedition, the bearer of the 'sword of the flesh,' but Marquette, gentle, courageous, enduring, the bearer of the 'sword of the spirit,' was its hero. With the energy of the man of action he had the ideals of the poet, the devotion of the saint. He personified the highest type of the discoverer, the man who carries into the darkness of the wilderness, into the utter night of savagery, the light of spiritual civilization. Loyalty to duty, courage, aspiration for the highest things, were Marquette's. Over two hundred years have passed since the frail priest trod this portage path. Six generations of men have passed here since then. But in all these years no man at Portage has struck a higher note of devotion and loftier ideals than the first man who trod the ground where now we stand.

"Wisconsin has fittingly honored his memory by placing his statue in the national capital. He was one of the choice spirits driven by a divine discontent with the narrow confines of things about him, to widen the horizon, to push back the unknown, to add new realms for the human spirit. And while he followed the gleam into empires hitherto unknown, he left undone no humble service to the lowliest of the savages to whom he ministered. Burning as was his ambition to find new lands, his consecration to the daily duty was no less ardent.

"When we mark this spot we honor a man as well as an event. We testify our veneration for those whose lives spell service to their fellow men."

HENNEPIN AT THE PORTAGE

Not many years elapsed after the visit of Joliet, Marquette and their companions to the portage, before the narrow neck of land be-

tween the Fox and Wisconsin rivers was again crossed by civilized man. In 1680 Louis Hennepin, a Recollet friar, and his party, as a detail from La Salle's expedition to the Illinois, reached the portage. He was on his way from the upper Mississippi to the Great Lakes, passing up the Wisconsin and down the Fox River, on his way to Green Bay, and speaks of it thus: "After we had rowed about seventy leagues upon the river Onisconsin, we came to the place where we were forced to carry our canoe for half a league. We lay at this place all night and left marks of our having been there by the crosses which we cut in the bark of the trees. Next day, having carried our canoe and the rest of our little equipage over this piece of land, we entered upon a river which makes almost as many meanders as that of the Illinois at its rise."

LA SALLE AND JONATHAN CARVER

La Salle and his party made the portage in 1683, on his way to the Mississippi, and in 1766, Jonathan Carver, a noted English traveler, passed it from the East on his way to St. Anthony Falls, on the far upper Mississippi. After describing the Fox River, Winnebago Lake, and all the Indian tribes along his course, he says: "The carrying place between the Fox and Onisconsin rivers is in breadth not more than a mile and three-quarters, though in some maps it is so delineated as to appear to be ten miles. Near one-half of the way between the rivers is a morass overgrown with a kind of long grass; the rest of it, a plain with some few oak and pine trees growing thereon. I observed here a great number of rattle snakes. I observed that the main body of the Fox River came from the southwest, that of the Onisconsin from the northeast; and also that some of the small branches of the two rivers, in descending into them, doubled within a few feet of each other, a little to the south of the carrying place. That two such rivers should take their rise so near each other and, after running such different courses, empty themselves into the sea at a distance so amazing is an instance scarcely to be met in the extensive continent of North America."

VISITS OF UNITED STATES SOLDIERS

Major S. H. Long paid the portage a visit both in 1817 and 1823, being the head of a Government expedition of exploration and discovery. In 1819 the Fifth Regiment of United States Infantry made the portage on its way from Fort Howard to Fort Crawford, and its commander, Capt. Henry Whiting, says in one of his reports: "The portage

between the Fox and Wisconsin rivers is about 2,500 yards; the road runs over a marshy prairie. There is a Frenchman (Francis Le Roy) residing on the rising ground between the rivers. He keeps the proper transportation for boats and baggage. The limestone bluffs and highlands begin on the Wisconsin about eight miles below the portage."

In 1826 a flotilla of thirty-five boats carrying the Third United States Infantry from Green Bay to St. Louis, passed the portage, and in the following year General Cass came that way during his voyage of investigation to ascertain the feeling among the Winnebagoes toward the United States Government.

TRADERS AND CARRIERS

Enterprising and well-known fur traders from Green Bay were also familiar with the portage and with the Fox and Wisconsin rivers in Columbia County. But long before, even prior to the opening of the nineteenth century, a number of French Canadians and half-breeds, with a few of fairly pure Italian blood, located at or near the portage to assist in the land transportation between the two rivers, to supply provisions to travelers or to trade with anybody who came along. Some of them lived in the vicinity for years; others were mere adventurers and rovers.

The first to appear on the ground were Laurant Barth and family, French Canadians who had passed the winter of 1792-3 on the St. Croix River of Northern Wisconsin. On his return to Canada, in the spring of 1793, Barth stopped at the portage and obtained permission from the Indians to transport goods at the carrying place. On his arrival he built a cabin there, the first to be erected by a white man in Columbia County. Its location was on the low land between the Fox and Wisconsin, probably within the present limits of Portage southeast of the canal. In the following year to avoid the high-water floods he removed to higher ground and continued the transportation business in a small way for a number of years.

Soon after the arrival of Barth, came the famous old Indian chief, De Korra, who founded a village for his Winnebago followers about eight miles above the portage on the east side of the Fox River, in what is now Section 10, town of Fort Winnebago. Its site afterwards became known as Waggoner's Bluff.

In 1798 came John Lecuyer, a brother-in-law of De Korra, who improved upon Barth's declining enterprise. The pioneer transporter of boats and goods had used but a single horse and cart; but, after obtaining authority from the Winnebagoes, Lecuyer bought several teams

and wagons. About 1803 the latter bought, as he supposed, all of Barth's rights in the business, but afterward found that they covered only the west end of the portage. After some trouble with Barth's sons who held the east end to the route, Lecuyer died in 1810, and his widow continued the business until the War of 1812. Her son-in-law, Francis Le Roy, of Green Bay, then assumed the enterprise, and about the same time the elder Barth died, he having removed to Prairie du Chien.

As we have seen, Le Roy was still at the portage in 1819, and there he continued in business for several years longer. When the Fifth U. S. Infantry called upon his transportation outfit in that year, he was charging \$10 for taking a boat from one river to another, and fifty cents per one hundred pounds of goods.

During the years of which we have been writing the portage was a point of consequence as a trading post. Barth kept no goods for sale to the Indians after he had disposed of the remnant of stock which he brought from the St. Croix, but Lecuyer always kept a considerable variety.

But although it had been evident for many years that sometime there was to be a growing and stable settlement at the portage, it was not until the building of Fort Winnebago and the assurance of safe residence in the locality that real settlers—men of stable character and of constructive value to the community—commenced to look upon Columbia County as a fit abiding place for white people and their families.

CHAPTER IV

INDIAN WARS AND THE FORT

THE WINNEBAGO UPRISING—THE PURSUIT OF RED BIRD—VOLUNTARY SURRENDER OF THE CHIEF—THE MAGNIFICENT RED BIRD—BEGS NOT TO BE PUT IN IRONS—RED BIRD GIVES AWAY HIS LIFE—DE KORRA AS RED BIRD'S HOSTAGE—FORT WINNEBAGO AND "A PARTY NAMED ASTOR"—THE COMING OF MAJOR TWIGGS—GROUND BROKEN FOR THE FORT—COMPLETED—AMUSEMENTS AT THE POST—NOTED MEN AND WOMEN AT THE FORT—LIEUTENANT AND MRS. VAN CLEVE—HENRY MERRELL—EVACUATED—FINAL DISSOLUTION.

The Winnebago and Black Hawk wars were of much importance to Columbia County, albeit neither murders nor military engagements occurred within its boundaries. Each covered but a few months of time, but the Winnebago uprising under Red Bird called forcible attention to the exposed condition of settlers and travelers in Southern Wisconsin along the Fox and Wisconsin valleys and hastened the construction of the fort at the portage, while the hostilities of the Sacs under Black Hawk raged all around Winnebago and so threatened the security of Southern Wisconsin that the national government felt obliged to crush all Indian pretensions forever. The final result of Black Hawk's defeat was apparent within a few years by the session of all the lands east of the Mississippi held by the really dangerous tribes. Within a few months after Black Hawk was crushed at the battle of the Bad Axe, in August, 1832, the General Government commenced its surveys of Wisconsin lands in earnest.

The lands lying east and south of the Wisconsin River were surveyed in 1832, 1833 and 1834, and were placed in two land districts—the offices were at Green Bay and Mineral Point, Columbia County falling within the Green Bay District. Public sales of the surveyed lands were held in 1835, the first land entries for this section of the state being made in the following year.

THE WINNEBAGO UPRISING

As stated, the result of the Winnebago and Black Hawk wars to Columbia County was to make it habitable to pioneers of settled and industrious habits. Yet there are certain phases of both uprisings which are of intense interest. In the case of the Winnebago uprising of June-August, 1827, the most dramatic episode, the surrender of Red Bird to Maj. William Whistler, who commanded the Government troops at the portage, belongs to the history of Columbia County. The conflicts between the Chippewas and Winnebagoes in the early part of the year, and the murder of the Gagniers, father and child, in June, by Red Bird, We-Kaw and another Indian, occurred in the Mississippi Valley, the latter near Prairie du Chien. The attack, a little later, led by Red Bird and his drunken band upon the boats returning from Fort Snelling, whither they had taken goods and provisions for the garrison, occurred at the mouth of the Bad Axe River in Vernon County, not far from Black Hawk's defeat five years afterward.

Great was the alarm at Prairie du Chien when the bullet-riddled boats arrived, two dead and several badly wounded being stowed away out of sight and protected from the desecration of the savages. An express was immediately sent to Galena and another to Fort Snelling, while messengers were dispatched to General Atkinson at Jefferson Barracks (St. Louis) and to Major Whistler, at Fort Howard. The people near Prairie du Chien left their houses and farms and crowded panic-stricken into the dilapidated fort.

THE PURSUIT OF RED BIRD

After committing the murders and the attack upon the transports, Red Bird and the other Indians implicated fled up the Wisconsin River, and a mounted force composed of volunteers from Galena and troops which had been dispatched from Fort Snelling scoured both sides of that stream to the portage. But they caught no sight of Red Bird or his party.

Several weeks later General Atkinson got into communication with Major Whistler, who was ordered to proceed up the Fox to the portage with all the troops at his disposal. He arrived on the 1st of Sept., 1827, and General Atkinson arrived soon after. Major Whistler had not been long at the portage before an Indian came to his tent and informed him that at about three o'clock of the next day "they will come in." In reply to the question, "Who will come in?" he said "Red Bird and We-Kaw." After making this answer, he retired by

the way he came. At 3 o'clock the same day another Indian came, took position in nearly the same place and, in reply to questions, gave the same solemn promise. At sundown a third came, confirming what the two had said, adding that he had, to secure that object, given to the families of the murderers nearly all his property.

A company of Oneida and Stockbridge Indians accompanied Major Whistler's troops, and were encamped on the bluff opposite the portage where Fort Winnebago was subsequently built to await the arrival of General Atkinson. In the meantime the Winnebagoes to the number of several hundred, were encamped on the ridge where Cook street now runs, west of the Catholic Church. The Winnebagoes had heard of the General's approach before it was known to Major Whistler.

VOLUNTARY SURRENDER OF THE CHIEF

On the day following the visit of the three mysterious Indians to Major Whistler, a great stir was noticed in the Winnebago camp, and by the aid of a field glass the troops discovered a party of about thirty warriors on an eminence in the distance. The remainder of the story is told by Col. Thomas L. McKenney, who was present with Major Whistler's command at the surrender of Red Bird: "At about noon of the day following, there was seen descending a mound on the portage (Ketchum's Point) a body of Indians—some were mounted and some were on foot. By the aid of a glass we could discern the direction to be toward our position, and that three flags were borne by them—two, one in front and one in the rear, were American, and one in the center was white. They bore no arms. * * * In the course of half an hour they had approached within a short distance of the crossing of the Fox River, when on a sudden we heard a singing. Those who were familiar with the air said: 'It is a death song!' When still nearer, some present who knew him said: 'It is Red Bird singing his death song!' The moment a halt was made on the margin of the river, preparatory to crossing, two scalp yells were heard. The Menominees and other Indians who had accompanied us, were lying carelessly about upon the ground regardless of what was going on, but when the scalp yells were uttered they sprang as one man to their feet, seized their rifles and were ready for battle. They were at no loss to know that the yells were 'scalp yells' but they had not heard with sufficient accuracy to decide whether they indicated scalps to be taken or given, but doubtless inferred the first.

"Barges were sent across to receive, and an escort of military to accompany them within our lines. The white flag which had been seen

in the distance was borne by Red Bird. * * * And now the advance of Indians had reached half up the ascent of the bluff, on which was our encampment, and order being called, 'Ar-a-mau-nee spoke, saying: 'They are here—like braves they have come in—treat them as braves—do not put them in irons.' * * * The military had been previously drawn out in line. The Menominee and Oneida Indians were in groups upon their haunches on our left flank. On the right was the band of music, a little in advance of the line. In front of the center, at about ten paces distant, were the murderers. On their right and left were those who had accompanied them, forming a semi-circle; the magnificent Red Bird, and the miserable We-Kau, a little in advance of the center.

THE MAGNIFICENT RED BIRD

'All eyes were fixed upon Red Bird; and well they might be, for of all the Indians I ever saw he was, without exception, the most perfect in form, in face and gesture. In height he was about six feet, straight, but without restraint. His proportions were those of the most exact symmetry, and these embraced the entire man, from his head to his feet. His very fingers were models of beauty. I never beheld a face that was so full of all the ennobling and at the same time the most winning expression. It were impossible to combine with such a face the thought that he who wore it could be a murderer. It appeared to be a compound of grace and dignity, of firmness and decision, all tempered with mildness and mercy. During my attempted analysis of this face I could not but ask myself, 'Can this man be a murderer? Is he the same who shot, scalped and cut the throat of Gagnier?' His head, too—sure, no head was ever so well formed. There was no ornamenting of the hair, after the Indian fashion; no clubbing it up in blocks and rollers of lead on bands of silver; no loose or straggling parts, but it was cut after the best fashion of the most civilized. His face was painted, one side red, the other intermixed with green and white. Around his neck he wore a collar of blue wampum, beautifully mixed with white, which was sewn on to a piece of cloth, the width of the wampum being about two inches, whilst the claws of the panther or wildeat, distant from each other about a quarter of an inch, with their points inward, formed the rim of the collar. Around his neck were hanging strands of wampum of various lengths, the circles enlarging as they descended. He was clothed in a Yankton dress—new and beautiful. The material was of dressed elk or deer skin, almost a pure white. It consisted of a jacket, the sleeves being cut to fit his finely

formed arm, and so as to leave outside of the seam that ran from the shoulder, back of the arm and along over the elbow, about six inches of the material, one-half of which was cut into fringe; the same kind of fringe ornamenting the collar of the jacket, its sides, bosom and termination, which was not circular, but cut into points, and which also ran down the seams of the leggins, these being made of the same material. Blue beads were employed to vary and enrich the fringe of the leggins. On his feet he wore moccasins.

"A piece of scarlet cloth about a quarter of a yard deep, and double that width, a slit being cut in its middle, so as to admit the passing through of his head, rested, one-half on his breast and beneath the necklace of wampum and claws, and the other on his back. On one shoulder and near his breast, was a beautifully ornamented feather, nearly white; and about opposite, on the other shoulder, was another feather, nearly black, near which were two pieces of thin shaven wood in the form of a compass, a little open, each about six inches long, richly wrapped around with porcupine's quills, dyed yellow, red and blue. On the tip of one shoulder was a tuft of horse hair, dyed red, and a little curled, mixed up with ornaments. Across the breast, in a diagonal position, and bound tight to it, was his war pipe, at least three feet long, brightly ornamented with dyed horse hair, the feathers and bills of birds. In one of his hands he held the white flag, and in the other the calumet, or pipe of peace.

"There he stood—not a muscle moved, nor was the expression of his face changed a particle. He appeared to be conscious that, according to Indian law, and measuring the deed he had committed by the injustice and wrongs and cruelties of the white man, he had done no wrong. The light which had shown in upon his bosom from the law, which demanded an eye for an eye, and a tooth for a tooth, so harmonized with his conscience as to secure its repose.

"As to death, he had been taught to despise it, confiding in that Heaven, that Spirit-land, where the game is always plenty, the forests always green, the waters always transparent, tranquil and pure, and where no evil thing is permitted to enter. He was therefore prepared to receive the blow that should consign his body to the ground and send his spirit to that blissful region to mingle with his fathers who had gone before him. He and We-Kau were told to sit down. His motions, as he seated himself, were no less graceful and captivating than when he stood or walked. At this moment the band struck up Pleyel's hymn. Everything was still. It was, indeed, a moment of intense interest to all. The Red Bird turned his eyes toward the band; the notes operated upon his feelings in such a way as to produce in his countenance a

corresponding pensiveness. The music having ceased, he took up his pouch (which I forgot to say was a handsomely ornamented otter skin, that hung on his left side,) and taking from it some kinnickinnie and tobacco, cut the latter in the palm of his hand, after the Indian fashion, then rubbing the two together filled the bowl of his calumet, struck fire into a bit of punk with his flint and steel, and lighted it and smoked. All the motions employed in this ceremony were no less harmonious and appropriate than had characterized his other movements. He sat after the Turkish fashion with his legs crossed.

"If you think there was anything of affectation in all this, you are mistaken. There was just the manner, and appearance, and look, you would expect to see in a nobly built man of the highest order of intelligence, and who had been taught all the graces of motion, and then escorted by his armies to a throne, where the diadem was to be placed upon his head. * * * All sat except the speakers. The substance of what they said was:

BEGS NOT TO BE PUT IN IRONS

"We were required to bring in the murderers. They had no power over any, except two—the third had gone away, and these had voluntarily agreed to come in and give themselves up. As their friends, they had come with them. They hoped their white brothers would agree to accept the horses of which there were perhaps twenty, the meaning of which was, to take them in commutation for the lives of their two friends. They asked kind treatment for their friends, and earnestly besought that they might not be put in irons, and concluded by asking for a little tobacco and something to eat. They were answered, and told, in substance, that they had done well thus to come in. By having done so, they had turned away our guns, and saved their people. They were admonished against placing themselves in a like situation in the future; and advised, when they were aggrieved, not to resort to violence, but to go to their agent, who would inform their Great Father of their complaints, and he would redress their grievance that their friends should be treated kindly, and tried by the same laws by which their Great Father's white children were tried; that for the present, Red Bird and We-Kau should not be put in irons; that they should all have something to eat and tobacco to smoke. We advised them to warn their people against killing ours; and endeavored also to impress them with a proper notion of their own weakness, and the extent of our power, etc.

RED BIRD GIVES AWAY HIS LIFE

"Having heard this, the Red Bird stood up, the commanding officer, Maj. Whistler, a few paces in front of the center of the line, facing him. After a moment's pause, and a quick survey of the troops, and with a composed observation of his people, he said, looking at Maj. Whistler:

" 'I am ready.' Then advancing a step or two, he paused, saying: 'I do not wish to be put in irons. Let me be free. I have given away my life—it is gone;' stooping and taking some dust between his finger and thumb, and blowing it away, 'like that,' eyeing the dust as it fell and vanished from his sight; then adding: 'I would not take it back. It is gone.'

"Having thus spoken, he threw his hands behind him, to indicate that he was leaving all things behind him, and marched briskly up to Maj. Whistler, breast to breast. A platoon was wheeled backwards from the center of the line, when Maj. Whistler stepping aside, the Red Bird and We Kau marched through the line, in charge of a file of men, to a tent that had been provided for them in the rear."

Colonel Childs, in his "Recollections of Wisconsin," thus describes Red Bird as he saw him on the same occasion: "He was dressed in fine style, having on a suit made of neatly-dried buffalo skins perfectly white, and as soft as a kid glove; and on each shoulder, to supply the place of an epaulette, was fastened a preserved red bird. Hence the name of this noted chief, Red Bird."

The next spring after Red Bird's surrender, the noble looking chief, his miserable looking accomplice, We-Kau, and another Winnebago prisoner were tried at Prairie du Chien by Judge J. D. Doty, who went from Green Bay by way of the portage. They were convicted and sentenced to be hung, December 26, 1828, but Red Bird died soon afterward in prison, and a deputation of the tribe went to Washington to solicit pardon for the others. It is believed by many that the proud chief committed suicide. His companions of more common clay survived and were pardoned by President Adams on the implied condition that the tribe would cede the lead lands of Southwestern Wisconsin then in possession of the miners. To this the Winnebagoes agreed.

Mme. Gagnier was compensated for the loss of her husband and the mutilation of her infant. At the treaty held at Prairie du Chien in 1829, provision was made for two sections of land to her and her two children, and the Government also agreed to pay her the sum of \$50 per annum for fifteen years, to be deducted from the annuity of the Winnebago Indians.

DE KORRA AS RED BIRD'S HOSTAGE

In connecting the Winnebago uprising and Red Bird with the history of Columbia County, the following story told of our old friend, De Korra, must not be omitted: It is said that soon after the attack upon the boats the militia of Prairie du Chien seized him as a hostage for the surrender of Red Bird. De Korra was informed that unless the latter should be placed in the hands of the Government within a specified time he would have to die in his place. A young Winnebago was sent to inform the tribe of the state of affairs, and several days elapsed without bringing any tidings of the whereabouts of the murderers. The day for the supposed vicarious execution was near at hand, when De Korra asked permission of Colonel Snelling to bathe in the river, as was his custom to improve his uncertain health. The commanding officer told him he might have that liberty and any other reasonable privilege, if he would promise on the honor of a chief that he would not leave town. De Korra thereupon gave his hand to the colonel, thanking him for his friendly act, and then solemnly raising his arms aloft promised to remain, adding that if he had a hundred lives he would sooner lose them all than break his word. He was then set at liberty. Many advised him to escape, but he steadfastly refused, complacently remaining at Prairie du Chien until the day before that named for his execution. Still nothing was heard promising the apprehension of the murderers. On what he had every reason to believe was the day of his doom, General Atkinson arrived with his troops from Jefferson Barracks, the order for the execution was countermanded and De Korra was permitted to return to his home above the portage.

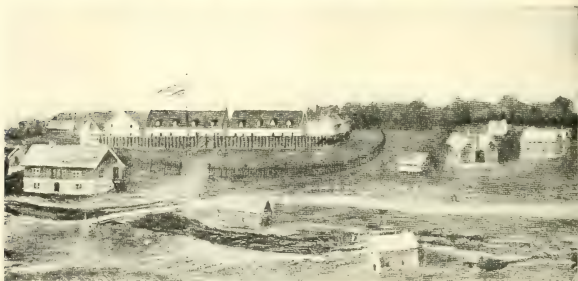
FORT WINNEBAGO AND "A PARTY NAMED ASTOR"

It is probable that John Jacob Astor had considerable to do with the building of Fort Winnebago. As before stated, a number of French Canadians had been engaged in trading and transportation at the portage for twenty years prior to the War of 1812. After hostilities with Great Britain had ceased the American Fur Company commenced to extend its operations, under the vigorous push of Mr. Astor, into the valleys of the Fox and Wisconsin. A trading post had been established at the portage for a number of years previous to the Winnebago uprising, and Pierre Pauquette, the energetic young man from St. Louis, who had already become widely known in the primitive activities of the region, was selected by Mr. Astor as the representative of the American Fur Company at that point. About the time that

ground was broken for the fort, in 1828, a visitor at the portage wrote to an Eastern correspondent that "a party named Astor had influenced the Government to establish a military post here to protect his trading post from the Indians."

THE COMING OF MAJOR TWIGGS

Although Astor was then the richest man in America, it is not believed that his interests cut an overpowering figure in the selection of this locality as a military post. It was long recognized that the portage was one of the most important keys to the control of the



FORT WINNEBAGO (NEAR THE PORTAGE) IN 1834

Winnebagoes, and steps were taken accordingly. Under orders from the war department, Maj. David E. Twiggs started from Fort Howard with three companies and arrived at the portage September 7, 1828. The site selected for the fort was occupied by Francis LeRoy, the trader and carrier, and was on the east side of the Fox River immediately opposite the portage. At the east end of the portage were a log house and barn, occupied by Pauquette. The other buildings comprised the Indian agency in which resided John H. Kinzie and his wife, and two huts occupied by half-breeds.

At the west end of the portage were the three houses in which lived Perish Grignon and his wife (sister of De Korra), Lavoin Grignon, the son, and Lecuyer, the trader. These were the habitations at and near the portage when Major Twiggs and his three companies of soldiers

founded old Fort Winnebago. Among his first lieutenants was one Jefferson Davis, and among his captains William S. Harney, afterward so famous as an Indian fighter in Florida.

GROUND BROKEN FOR THE FORT

The soldiers came amply provided with provisions and prepared for winter. Major Twiggs, in the capacity of "boss carpenter," erected temporary barracks of tamarack logs, obtained principally from Pine Island in the Wisconsin, about six miles west of the portage. Active operations for the erection of the fort were soon in progress. To Lieutenant Davis and his party was assigned the task of going up the Yellow River, a tributary of the Wisconsin, some fifty miles distant, and getting out the pine logs. These were rafted down in the spring, hauled across the portage with teams and wrought into proper form with whipsaw, broadax and adz. Another party was detailed to get out the needed stone from Stone Quarry Hill, the most abundant source of supply from which Portage City builders have ever drawn. The brick necessary for the chimneys were burned just opposite the "narrows," and near the present Wisconsin River bridge. The locality is still known as Armstrong's brick yard. Lime was burned near Pauquette farm on the Bellefountain.

Says Turner in his story of "Old Fort Winnebago:" "An enormous well was sunk in the very center of the square, around which the usual fort buildings were constructed, and it has continued from its never-failing fountain to contribute to the comfort of the thirsty pilgrim until the present day: but a modern windmill now does the duty that was formerly so tedious and irksome. So all hands were busy. Officers, who in after years became distinguished in the war with Mexico, the Florida and other Indian wars, and the great conflict involving the perpetuity of our Union, planned and wrought with the common soldier in bringing into form the fort and the necessary accompanying buildings. Stable, hospitals, bakeries, blacksmith shops, commissary buildings, ice cellars (which were filled from Swan Lake), sutlers' stores, magazines, laundries, bathhouses, etc., rapidly sprang into existence. Gardens were also cleared, and old soldiers have recorded the fact that they could not be excelled in the matter of the quantity and quality of the vegetables produced.

"In the regular course of military movements, some of the companies first doing duty here were transferred to different posts, and their places were taken by others: and so it happened that many whose names were enrolled on the scroll of fame in after years, were initiated

into the science of war at Fort Winnebago. Perhaps the most prominent of them all was Lieutenant Jefferson Davis, the subaltern of Capt. William S. Harney. To his honor, be it said, his services at Fort Winnebago were highly creditable. I have heard it remarked by those who knew him here, that he had no liking for the amusements to which officers, as well as private soldiers, resort to relieve the tedium of camp life; but that he was ever engaged, when not in active service, in some commendable occupation. His services in the lumber camps on the Yellow River, and his successful mission in bringing down fleets of lumber through the Dells of the Wisconsin, attest to his faithfulness as a soldier."

COMPLETED

The fort was completed in the spring of 1830. The principal buildings stood on the side of a square, and the only structures in the nature of fortifications were two heavy, compact block houses, perforated for musketry and situated at the northeast and southwest corners of the quadrangle. At the same angle was the magazine, a low arched structure of heavy stone. A little south, and across the military road leading to Fort Howard, were the hospital and the quarters of the medical staff; and still further south were the carpenters' shops in which Jeff Davis is said to have exhibited much skill in the manufacture of quaint furniture. Westward, on the slope toward the river, was the commissary building, near which were the stables of the sutler and the slaughter houses. Forty rods east were the blacksmiths' shops, and on the north and south sides of the fort lay the truck gardens; on the east, the parade grounds.

The fort proper was inclosed by a solid picket or stockade. There were two entrances, each guarded by thick double gates. The main buildings were neat one-and-a-half-story edifices, painted white, with sharply sloping roofs and uniform dormer windows.

AMUSEMENTS AT THE POST

After the fort was completed, there was much leisure for amusement and both officers and privates saw that time should not hang heavily. Billiards, cards, dancing and amateur theatricals varied the nights, while horse racing and athletic sports absorbed the days. At one period the mail arrived every two weeks from Chicago, via Mineral Point. The stage which brought it hove in sight upon a height three miles from the fort, and it was a favorite pastime to lay wagers on the

moment of its first appearance, as well as the precise moment it would reach the postoffice (the sutler's storehouse); also as to whether or not the betters would be honored by the receipt of letters. Game was abundant in its season, and many days were devoted to the hunt. Sleigh-riding parties were also popular.

Social calls were not confined to intercourse between the few ladies of Fort Winnebago. It was nothing unusual for a lady and her escort to make a "party call" upon some acquaintance at Fort Crawford, down the Wisconsin River, 118 miles, or down the Fox to Fort Howard, 175 miles away.

NOTED MEN AND WOMEN AT THE FORT

Previous to the evacuation of Fort Winnebago in 1845, Colonel Cutler, Major Green, Colonel McIntosh, Captains Low and Jewett and Lieutenant Mumford were in command; but they were not the characters of greatest interest to the people of Columbia County. For instance, there were Capt. Gideon Low and Lieut. Horatio P. Van Cleve, who came from Fort Howard in the early '30s. Both Lieutenant Davis and Captain Low served in the Black Hawk War, the latter being ordered to Fort Atkinson. After the danger was over he returned to Fort Winnebago, where he remained until 1840. He then resigned and took charge of the Franklin House, which he had built two years before, and until his death at the agency ten years later was known as the most popular landlord of the portage. Captain Low was buried in the fort cemetery but his remains were finally removed to the Silver Lake grounds.

Jacob Low, his only son, was a New York merchant and sea-faring man in his earlier years, but in 1843 joined the captain at Fort Winnebago. There he became an Indian trader and a few years afterward moved to his farm in that section of the county which now bears his name, Lowville Township. Afterward he blossomed into a successful politician and office holder, and died at his home in Lowville during 1875.

LIEUTENANT AND MRS. VAN CLEVE

Lieutenant Van Cleve married Charlotte Ouisconsin Clark, daughter of Maj. Nathan Clark, at Fort Winnebago in 1836. As his wife had been born at Fort Crawford in 1819 she was the first girl of pure white parentage born within the present limits of Wisconsin. Her

father, the major, died at Fort Winnebago and was buried in the old military cemetery, but his body was subsequently moved to Cincinnati.

Lieutenant Van Cleve went to the front early in the Civil war as colonel of the Second Minnesota. At the Battle of Stone River he was severely wounded, but recovered and served with distinction until the close of the rebellion, leaving the Union service as a major general. Mrs. Van Cleve passed the later years of her long life at Minneapolis, where she died April 1, 1907.

HENRY MERRELL

When Henry Merrell, also a New York merchant, came to Fort Winnebago as a sutler in 1834, he first met Captain Low and Lieutenant Van Cleve, and retained their acquaintanceship and friendship for many years. He afterward became agent for the American Fur Company, and was honored with many public positions, serving as the first senator from the district when the state was organized. He died in May, 1876, leaving a large estate. His daughter, Mrs. E. S. Purdy, is still living in Portage; also a son, B. H. Merrell, at Superior, Wis.

SATTERLEE CLARK

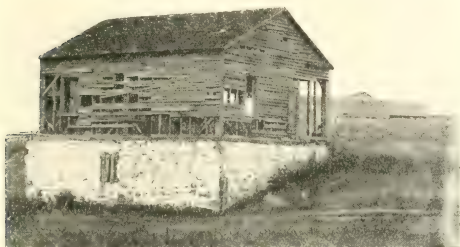
Satterlee Clark, so widely known throughout Southern Wisconsin, was appointed a sutler by President Jackson in 1830, but being a minor he could not assume its duties directly. So he passed it over to Oliver Newberry, of Detroit, and became his clerk. Clark was afterward married at the old Indian agency house to a daughter of Mr. Jones, the regular sutler of Fort Winnebago, amassing wealth by his business ability and gaining broad popularity by his engaging personality. He was for many years a senator from Dodge County.

Lieut. Randolph B. March was on duty at Fort Winnebago in 1837-40; captain in 1846 and in active service during the Mexican war. During the Civil war he was chief of staff under his son-in-law, Gen. George B. McClellan, and in 1861-2 attained the rank of inspector general and brevet brigadier general. In her girlhood, Mrs. McClellan resided at the fort where her father was stationed.

EVACUATED

Orders for the evacuation of Fort Winnebago were issued by the War Department in 1845, the troops being sent to Jefferson Barracks, St. Louis, and, in turn, had been ordered to the Gulf pending hostil-

ities with Mexico. When the evacuation took place the fort was placed in charge of Ordnance Sergeant Van Camp, who looked after it until his death in 1847. William Weir, an old soldier of the fort, then had charge of it until 1853, when it was sold at auction under orders from Jefferson Davis, as secretary of war.



LAST RELIC OF FORT WINNEBAGO

FINAL DISSOLUTION

In March, 1856, a fire destroyed, or seriously damaged, most of the buildings which were then occupied by private families. The reservation of nearly 4,000 acres became the property of J. B. Martin and others, of Milwaukee, and subsequently of W. H. Wells, of Fond du Lac, and F. H. Marsten, of Buffalo. In 1869 and 1873, Valentine Helmann of Portage bought the eighty acres on the left of the old military road, which contained all the remaining buildings. Afterward Mr. Helmann sold the stone to the Government, its engineers using it in constructing breakwaters along the Wisconsin River, and the brick taken from the massive fireplaces and chimneys of the crumbling structures went into his farm residence. The old commissary building, which was the headquarters of Henry Merrell and other famous sutlers, was moved and long did service as a barn on the same farm. The last of it was torn down only two years ago. The old well collapsed about twenty-five years ago, and nearly all the buildings which

remained after Mr. Helmann's wholesale ravages were sold piece-meal to different parties in Portage and the Town of Winnebago. The only old-time structure of the "portage"—and that was no part of the fort—is the Indian Agency Building occupied by John H. Kinzie and his wife, the lively, pretty and bright author of "Wau-Bun."



OLD INDIAN AGENCY HOUSE, PORTAGE

It is now the farm residence of E. S. Baker, the well known lawyer and citizen of Portage City. He has transformed it into a pleasant and comfortable home, but it is still the historic agency building. Its dimensions are 30x36 feet on the ground, two stories high with attic. The kitchen is 20x24 feet, one and a half stories. The framework is massive, the studding, rafters, joists, sleepers and sills being twice the size of similar material used in buildings of the present. The house was originally surrounded by a circular row of maples and elms, most of which have disappeared.

"The fixtures and furniture left at the fort when it was evacuated," says Turner, "were disposed of at auction or carried away at will, and many a family in the vicinage can boast of some old fort relic. The famous 'Davises' (pieces of furniture made in the fort carpenter shop by Jefferson Davis) could have been found in the inventories of the household effects of some families, and they may be in existence somewhere yet. An old sideboard that was in service at the agency, presumably Mrs. Kinzie's, is one of the treasures in the late James Col-

ling's household, and a bureau and sideboard, which constituted a part of the furniture in one of the officers' quarters is in possession of Mrs. O. P. Williams, as also the old carved wooden eagle that was perched over the main entrance. The eagle is now in the D. A. R. department of the Portage Public Library."

CHAPTER V

PIONEER TRADERS AND CARRIERS

PETER PAUQUETTE—DEATH OF THE FAMOUS TRADER—SHOT BY MANZE-MON-E-KA—INFLAMED BY LIQUOR AND FALSE CHARGES—THE REMAINS OF PAUQUETTE FINALLY LOCATED—THE COMING OF HENRY MERRELL—FORT WINNEBAGO IN 1834—COMMANDANTS AND INDIAN AGENTS—THE DE KORRAS AND JOSEPH CRELIE—POST AMUSEMENTS—BUSINESS TRIPS UNDER DIFFICULTIES—MERRELL'S ACCOUNT OF THE FAMOUS 1837 TREATY—TRIPS MORE OR LESS EXCITING—MERRELL IN POLITICS—SATTERLEE CLARK'S PERILOUS JOURNEY—BLACK HAWK THREATENS FORT WINNEBAGO—CLARK SENT FOR REINFORCEMENTS—ON RETURN OVERTAKES MOUNTED MILITIA—FATAL STAMPEDE OF TROOPERS' HORSES—"BATTLE" OF THE WISCONSIN—END OF THE BLACK HAWK WAR—DE LA RONDE MAKES THE PORTAGE IN 1828—THE NOTED INDIAN FAMILY, DE-KAU-RY (DE KORRA)—DE LA RONDE BECOMES A CALEDONIA FARMER—INDIAN REMOVAL OF 1840—GRIGNON, OR FRENCH CLAIM NO. 21—L'ECUYER'S GRAVE—THE POST CEMETERY—WISCONSINAPOLIS AND OTHERS LIKE IT.

The traders and carriers at the portage and those connected with the garrison of Fort Winnebago were rather unsettled characters, and cannot therefore be considered as the founders of the stable communities which gradually evolved into what is now known, collectively, as Columbia County. Incidentally, some of the most prominent of these advance couriers have been introduced, and further details of their lives and characteristics are due them before we pass on to stable land owners and the civil and political organization of the county.

PETER PAUQUETTE

Peter Pauquette undoubtedly was one of the most noted and widely known of all the early men claimed by the region of the portage, and

his tragic death, at the very commencement of the era of secure homes and substantial development, makes his life especially significant. He was the son of a French father and a Winnebago mother, born at St. Louis in 1796 and married there in 1818 to Theresa Crelie, daughter of a Canadian half-breed, "Old Crelie," and a nameless mother, a half-breed Sac. Pauquette was therefore quite a mixture of red and white blood, which, coupled with his fearlessness, wonderful strength and absolute honesty, gave him popularity and standing with trader, Indian and Government. At the date of his marriage in Prairie du Chien, when twenty-two years of age, he was in the employ of the American Fur Company, and later became one of the best known interpreters in Wisconsin. He acted in that capacity at the treaties with the Winnebagoes at Prairie du Chien in 1825, Green Bay in 1828, and Rock Island in 1832. In the year last mentioned he was active in raising a party of Winnebagoes to unite with the Americans against Black Hawk. After the war he was engaged permanently as a trader at the portage, representing the American Fur Company as its agent. Previous to that time, although his headquarters had been at the portage for several years, he had been much occupied in different parts of the state as an interpreter, and upon several occasions his duties had called him to Washington.

A son and a daughter were born to Pauquette while he lived at the portage and both resided in the vicinity for many years, respected and popular. The daughter Theresa, who was twice married, was at last accounts living in Caledonia, having passed her eightieth birthday. She retained pleasant memories of the visits to her father's place made by Lieutenant Davis and Captain Low.

DEATH OF THE FAMOUS TRADER

It was while acting as interpreter for Governor Dodge in his negotiations with the Winnebagoes for a further cession of their lands that the events occurred which led to his assassination by an enraged Indian, who claimed that Pauquette had acted treacherously. Pauquette was shot to death by the Winnebago, son of Whirling Thunder, a prominent chief, on the night of October 17, 1836, near the little Catholic Church in the present city of Portage. At the time of his death he was living across the river on the Judge Barden farm.

Various accounts have been written of Pauquette's death, the most authentic being those by John de La Ronde, the widely known French Canadian fur trader who afterward settled in Caledonia, and Satterlee Clark, the Fort Winnebago sutler. From the former we quote:

“On the 17th of October, 1836, Governor Dodge came to Portage to hold a council with the Indians. Peter Pauquette acted as interpreter. The result of the council was advising the Winnebagoes to sell their lands east of the Mississippi. The Indians could not agree, and the matter was postponed until the next year. A treaty for the sale of the land was abandoned, they preferring an annuity. Peter Pauquette demanded for them twenty-one boxes of money—\$21,000—declaring that that was the amount due him from the Indians for goods and provisions advanced to them.

“Man-ze-mon-e-ka, a son of one of the chiefs of the Rock river band, residing a mile or two above the present locality of Watertown, named Wau-kon-ge-we-ka or Whirling Thunder (One-who-walks-on-the-iron), objected on the ground that he belonged to the Rock river band and had received no provisions or goods from Pauquette, desiring that the money should be divided between the several bands; then those who were indebted to Pauquette might pay him if they chose. As for himself, or his band, they had their own debts to pay to the traders at Rock river. The result was that the council dissolved without coming to a decision.

“Pauquette crossed the Wisconsin, going to a saloon where Carpenter’s house now stands, and there indulged in drink. Man-ze-mon-e-ka, who had spoken so frankly in the council, also happened there, when Pauquette whipped him. I came there at the time and, with the help of others, rescued the Indian from Pauquette. The chief retired to the other end of the portage, near where the house of Henry Merrell once stood on the Fox river. Pauquette followed him there and whipped him again. Satterlee Clark and I took the Indian away from him again, who was by this time badly bruised. He went home, which was near where Armstrong’s brickyard now is, and Pauquette went to the old post of the American Fur Company near the grist mill. While on his way home, between one and two o’clock in the morning, he stopped at my place. I was then living at the house which used to belong to Francis Leroy. I did all that I could to persuade him to stay with me that night, seeing that he was under the influence of liquor, but he would go on; his brother-in-law, Touissant St. Huges, and William Powell from Green Lake, were with him. There were some Indians drinking at the house of Paul Grignon—the same house now used for a stable by O. P. Williams. Among these Indians were Black Wolf and his son, Rascal De-kau-ry, the Elk, Big Thunder and others.

SHOT BY MAN-ZE-MON-E-KA

“When Pauquette arrived there, he whipped Black Wolf, and Rascal De-kau-ry ran away north from where they were, right in the direction of the lodge of Man-ze-mon-e-ka whom Pauquette had beaten the preceding day. On arriving at the chief's cabin, he informed him that Pauquette was coming to whip him again. Man-ze-mon-e-ka emerged from his lodge and told Pauquette very pointedly not to come any further; that he had whipped him twice the day before without a cause and if he advanced another step he was a dead man. Pauquette, putting his hand to his breast, said ‘Fire, if you are brave,’ when Man-ze-mon-e-ka shot and Pauquette fell.

“William Powell was close to Pauquette at the time, and as soon as I heard the report of the gun I ran for the spot as fast as I could. It was close to where I was living. I met Powell running toward the fort, and asked him what was the matter; but he was going so fast that he did not hear me. I went where Pauquette was, took his hand which was warm, and told him if he knew me to press my hand. But he was dead. The ball had passed through his heart.

“Old Crelie, father-in-law to Pauquette, wanted to carry him home, but I would not allow him to touch him until the jury came. William Powell arrived there with Lieutenant Hooe, Sergeant Pollinger, ten private soldiers, Satterlee Clark and, I believe, Henry Merrell. Lieutenant Hooe refused to go into the lodge to take the Indian; the chief, White French, went and brought him out, when they took him across in a scow, the body of Pauquette also being taken over.

“They asked Man-ze-mon-e-ka if he shot Pauquette, which he frankly acknowledged. I really believe he thought he was going to be killed on the spot, as he sang his death song. He was taken to the garrison, kept in strict confinement and afterward conveyed to Green Bay, where he was tried by regular authority and finally acquitted, it being determined on a second trial that he had killed Pauquette in self-defense.”

Both De La Ronde and Clark assert that Pauquette was not addicted to drink, and the latter says: “His death can safely be attributed to intoxication, though it was the first time I ever knew or heard of his being in that condition.” But from their accounts, as well as the narrative of Henry Merrell, he lost his usual good temper over the criticisms made by the traders as to the part he had taken at the council, especially taking umbrage at the charges of misconduct made by the Grignons.

Henry Merrell put the matter thus: “The governor proposed to make a treaty with them (the Winnebagoes) and buy their country between the Wisconsin and Mississippi rivers. After they had counseled

for some days they refused to sell. It was generally supposed that they would act as Pauquette advised them. Therefore the story was raised that Pauquette had advised them not to sell, and that he had not interpreted truly; which came to the ears of Pauquette, and he said it was untrue. He told me the chiefs asked his advice, but he told them that he would not advise them, for he did not know anything about the country the government wanted them to go to; and therefore they must make up their own minds about it.

"The traders and half-breeds, all the way from Prairie du Chien to Green Bay, were assembled here, and it was supposed that many of them, if not most of them, wanted the Indians to form a treaty, so they could get money by it. As it was thought that Pauquette had as much influence with the nation as a king, he was courted as well as feared by all; therefore every man of them wanted to court his favor, and would treat him and urge him to drink. The consequence was that after getting through interpreting and settling up with Governor Dodge, which was the latter part of the third day, he drank too much—the first time I ever saw him under the influence of liquor. * * *"

INFLAMED BY LIQUOR AND FALSE CHARGES

Thus primed with liquor, his naturally peaceful nature stirred both by this unwonted stimulant and the charges made against his honor, the giant Pauquette raged like an aroused lion. He sought out the Grignons, the chief instigators of the charges against him, and one of them barely escaped from the infuriated man. The same day he commenced his abuse of the Indian chiefs, and the next met his death at the hands of Man-ze-mon-e-ka.

THE REMAINS OF PAUQUETTE FINALLY LOCATED

"There has been some doubt," says Satterlee Clark, writing many years ago, "as to where Mr. Pauquette was buried, and I will state what I know of his burial. In the first instance, while he did not claim to belong to any religious denomination, his wife being a Catholic he built a small church near the center of what is now Portage City. At his death I assisted to bury his remains under the floor of this church. Subsequently the church was burned, and still later, while I was living at Green Lake, I received a summons to come up and point out the grave, some of his friends being desirous to remove his body. I came up and found the locality without any difficulty, but never heard whether

he was removed, or, if so, where. At that time Portage City had been surveyed and his grave was in the middle of a street."

The sequel to Mr. Clark's story was revealed nearly seventy years after Pauquette's death. On August 19, 1904, workmen were engaged in excavating the cellar of the new Baptist parsonage, Conant and Adams streets, when they scattered a pile of decayed wood, a crumbling skeleton of unusually large proportions, some metal handles and a metal plate, the last named bearing the plain inscription "Peter Pauquette, died 10 Octbr. 1836, aged 41 years."

The relics of the famous trader and interpreter were uncovered about twenty-five feet from Adams Street and twice that distance from the rear of the Baptist Church, which then stood on the old Catholic property. The little log church which Pauquette had erected a few years before his death was destroyed by fire about 1840. His grave was then surrounded by quite an elaborate palisade, which stood until it became necessary to remove his remains to the spot where they were found in 1904. For some unexplained reason this location appears to have been lost, although a tree was planted in 1903 marking the spot (near the Adam Eulberg residence) where Pauquette was killed by Man-ze-mon-e-ka.

When Pauquette's remains were brought to light, as recorded, his aged daughter, Theresa, was immediately notified and she promptly journeyed from her Caledonia home to Portage city to transfer them to sacred ground. The next day, August 20, 1904, they were once more consigned to mother earth in the Catholic cemetery of St. Mary's. This daughter is still living at the old home in Caledonia.

On a window casement of the Baptist parsonage is also affixed a tablet bearing this inscription: "Pierre Pauquette, 1795-1836; removed to Catholic cemetery, 1904; placed by the Golden Gossip Club." The tablet marks the spot where for many years reposed the remains of the famous pioneer; as near as may be, it marks the head of Pauquette's casket.

THE COMING OF HENRY MERRELL

Henry Merrell, one of Pauquette's most intimate friends, upon the advice of some army officers who had visited the portage, came to Fort Winnebago to engage in business as a sutler. This was in 1834. Passing over the details of the progress of his goods and himself from his home in Sacket's Harbor to the "jumping off place" at the portage, in the wild and woolly West, he finally arrived at Green Bay (via Detroit) on June 7th and contracted with Alexander and Samuel Irwin

to transport his goods to Fort Winnebago in Durham boats. In order to do so it was necessary for them to assemble a large number of Indians at the rapids; then reloading and poling them up to the Grand Chute where Appleton is now situated. There they had to unload and carry the goods up a hill and down the other side above the chute, which was a perpendicular fall of three or four feet. The Indians would wade in, as many as could stand around the boat, and lift it over, while others had a long cordelle, with a turn around a tree above, taking up the slack and pulling as much as they could. When the boats were over, they were reloaded and then pushed ahead and poled from there to Fort Winnebago. Excepting in low water they would have to make half loads over the Winnebago rapids at Neenah and, with a fair wind, would sail through Lake Winnebago.

"This was the manner of transportation on Fox River at that time, taking from fifteen to eighteen days to reach Fort Winnebago."

Mr. Merrell engaged Hamilton Arnt as a guide and the two rode overland, following Indian trails up the Fox valley toward their destination. He says: "We passed over some fine prairies. In many places they looked like cultivated fields. We would see an orchard in the distance, and before I knew it I was frequently looking for the house, not realizing that there was none from fifteen to twenty miles of us. We arrived at Mr. Pauquette's farm at Belle Fontaine on the 27th, and got a fine dinner of fried venison, and from here to Fort Winnebago there was a good carriage road of twelve miles. At the fort I met Lieutenant Lacey, quartermaster and commissary, who received me cordially and said he had a bed at my disposal, as his wife was absent. He accompanied me in calling upon the commanding officer, Colonel (Enos) Cutler and his lady, with whom I was acquainted. The Colonel said the store should be ready by the time my goods got there. I also met Lieuts. Van Cleve, Johnston, Collinsworth, Ruggles, Hooe and Read, together with Surgeon McDougall. Captains Low, Clark and Plympton were absent at this time. Dr. L. Foot arrived in the fall. Out of thirty-six days the Colonel told me they had had rain, more or less, thirty-one days.

"I found Burley Follett, Daniel Bushnell and Satterlee Clark, Jr., in charge of the sutler's store, as agents of Oliver Newberry, of Detroit, for whom they were carrying on the business. Captain (Robert A.) McCabe, postmaster and Indian agent, was living in the agency house across the river; a fine, jolly man, I found him.

"My goods arrived on the 1st of July, six weeks from New York. How was that for speed? July 2nd Captain Low arrived at Duck Creek, four miles from the fort, with his wife and two daughters in a

carriage, and sent up word for men to help them across. So the Colonel sent twenty men to help them across Duck Creek marsh, and they arrived safe at the fort.

FORT WINNEBAGO IN 1834

"This fort is situated on a beautiful plateau forty or fifty feet above the Fox River, on the east side of it and of the portage, the river forming an ox-bow around it on three sides. The grounds about the buildings embraced ten or fifteen acres, with a substantial board fence. The fort buildings were inclosed with an ornamental picket fence in a circular form, with walks graded and kept in perfect form, with the rest of the grounds, and altogether it was a delightful place. The portage is low ground one and a half miles across to the Wisconsin River, over which they haul boats. Peter, or Pierre Pauquette, a half-breed Indian trader, kept fifteen or twenty yoke of oxen to haul boats across from one river to the other, and finally had large wheels mounted on which to convey the boats. As the American Fur Company sent all its furs from Prairie du Chien this way to Mackinaw, there were many boats that crossed the portage.

COMMANDANTS AND INDIAN AGENTS

"At this time there were no white American inhabitants outside the fort except the Indian agent, Captain McCabe, who had a shock of palsy and left in August, when I was appointed postmaster in his stead, which office I held for twelve years. After he left, the commanding officer at the fort was ordered to perform the duties of Indian agent, and after that there was no other agent at this point, except for a few months, when Thomas A. B. Boyd was stationed here as sub-agent. Colonel Cutler commanded until May, 1835, when he was ordered to New York and Maj. Nathan Clark succeeded him, who died at this post. Maj. John Green took the command in October, 1835, Maj. W. V. Cobbs succeeding him in 1838, he being disabled with palsy. Captain Low was the chief officer for a short time, when Colonel (James S.) McIntosh succeeded him in 1840. The garrison was finally reduced to one company, with Lieut. F. S. Mumford in command.

THE DE KORRAS AND JOSEPH CRELIE

"When I arrived at the fort the old chief, De Korra, had his village on the west side of the Wisconsin River about eight miles below the

portage. His hair was as white as wool, and he must have been very old. He had several brothers, but, from his looks, I should judge that he was the oldest of the family. He died soon afterward. His mother was pointed out to me some years afterward, when I was told she must be over one hundred and forty-three years old, for she recollected the massacre of the Indians at Butte des Morts, she being there at the time, which was 140 years previous. But this, I think, must be a mistake, as I am informed that it was not so long since that massacre. At the time I saw her she was able to walk six or eight miles to and from the portage. She lived several years after, and came to her death by the burning of her wigwam.

“Joseph Credie, the father of Madam Pauquette, lived to a great age. He carried the mail on horseback to and from Green Bay, and seemed to ride a horse as well as a young man when he was thought to be one hundred years old. He died a few years ago (written in the seventies), when it was said that he was one hundred and thirty-odd years old.

POST AMUSEMENTS

“During the winter it was rather a lonely life, to be confined to the garrison, with no city or village within 100 miles and not even a farmhouse to visit. But we managed to enjoy ourselves pretty well, there being ladies enough to form one cotillon, and we often met at one of the officer's quarters and danced, there being good musicians among the soldiers. One winter the soldiers got up a theater, the officers contributing toward scenery and dresses. There being a great variety of characters among the soldiers, they got up quite a respectable company which afforded us much amusement. Then we would sometimes make up a party and go a-visiting, but to do so we had to go over 100 miles to Green Bay, Prairie du Chien or Chicago. One visit we made to Chicago is very well told by General Marcy in Harper's Monthly (September, 1869), when we were all taken up on the road for stealing a buffalo robe, for the purpose of filching money out of us, as they thought we would sooner pay than be detained at a log cabin over night.

BUSINESS TRIPS UNDER DIFFICULTIES

“About the 1st of March, 1835, I got ready to start for New York on horseback, but the only sure way to go was via Galena and thence to Chicago, as there were no roads through the country in any other direction, and if I attempted to cross the country to Milwaukee or

Chicago, there were no bridges or ferries for crossing the streams. Captain Harris, from Galena, came up to the fort on business, and I gladly embraced the opportunity of accompanying him on his return."

Mr. Merrell made several trips to New York overland to Chicago or Milwaukee, in this round-about way, in order to re-stock his goods, and we regret that the book-space at our disposal does not allow us to draw more liberally upon his interesting reminiscences based upon his wide journeyings.

MERRELL'S ACCOUNT OF THE FAMOUS 1837 TREATY

Mr. Merrell's account of the famous treaty of 1837 by which the Winnebagoes ceded all their lands east of the Mississippi River is close to the text—Columbia County—and is well worthy of quotation. He says: "Governor Dodge, being in Portage in 1837, invited the Winnebagoes to send a delegation to visit their Great Father at Washington. Suspicious of a purpose to obtain their lands, they asked 'What for—to make a treaty?' The Governor evaded the point, suggesting that they could get acquainted with their Great Father and obtain presents, and after much persuasion it was agreed to send a delegation—Yellow Thunder and two other chiefs, the others being young men, generally sons of chiefs. Satterlee Clark accompanied them as one of the conductors.

"As soon as they reached Washington they were beset to hold a treaty and cede their lands to the Government. They finally decided, saying they had no authority for any such purpose; that the most of their chiefs were at home, who alone could enter into such a negotiation. Every influence was brought to bear upon them, and they began to get uneasy lest winter should set in and prevent their returning home. They were without means to defray their expenses back, and those managing Indian matters at Washington availed themselves of the necessities of the delegation, keeping them there and urging them to enter into a treaty.

"At length they yielded not their judgments, but to the pressure brought to bear upon them and, while reluctantly signing the treaty, yet all the while stoutly protesting against having any show of authority to do so. The treaty, as they were informed, permitted them to remain in the peaceful occupancy of the ceded lands eight years, when, in fact, it was only that number of months; and as each went forward to attach his name, or rather mark, to the treaty, he would repeat what he understood as to the time they were to remain, 'eight years.' And

thus the poor red men were deceived and outwitted by those who ought to have been their wards and protectors.

"One of the young men, son of a prominent chief, dared not, on his return home, visit his father for a long time. The whole nation felt that they had been outraged, and forced to leave their native homes. Yellow Thunder declared he would never go—that he would leave his bones in Wisconsin; but he was invited, with young Black Wolf, into Fort Winnebago, on pretence of holding a council, when the gates were treacherously closed upon them, and they and many others were conveyed by the United States troops beyond the Mississippi. But Yellow Thunder got back sooner than the soldiers who forced him away. Then he induced John T. De La Ronde to accompany him to the land office at Mineral Point and enter forty acres of land in his behalf on the west side of the Wisconsin about eight miles above Portage. At the land office inquiry was made if Indians would be permitted to enter land. 'Yes,' was the reply, 'Government has given no orders to the contrary.' So Yellow Thunder, the head war chief of his people, secured a homestead on which he settled, declaring that he was going to be a white man." And there the sturdy chief quietly passed the remainder of his long life until 1874. He lived to see the last forced march of any considerable band of his people to their lands beyond the Mississippi.

TRIPS MORE OR LESS EXCITING

In 1839 Mr. Merrell's duties as postmaster at the agency house were varied by an exciting trip down the Wisconsin and Mississippi in charge of a lumber fleet. A less blood-curdling and laborious task fell to him, the next year—the taking of the census of a large district under the United States marshal. After considerable travel in the Chippewa region of northern Wisconsin he found an incomplected mill with a few employees, near what is now Wausau, whom he duly recorded, when his enumeration ceased. But the shooting down the Wisconsin, over rapids and through gorges, before he again reached the portage was compensation for any disappointment which he might have felt as to paucity of population in his territory.

MERRELL IN POLITICS

"Judge David Irvin," continues Mr. Merrell, "was to hold court at the portage, I think, in 1841 or 1842. He sent me an appointment as clerk of the court, and as there was no time to lose, requested me to go to Columbus and have a jury list made out and placed in the hands

of the sheriff. I did so, and the judge held the first court in this county (then Portage) at the Franklin House, kept by Captain Low—after which I resigned.

"In 1848 I was elected state senator in the Second District, which embraced all that part of the state north of Dane County to Lake Superior, and including Sauk, Marquette, Green Lake and Portage counties, since divided into eight or ten districts. I was elected as the whig candidate over the Hon. James T. Lewis, the democratic nominee. In the senate there were but three whigs. I served during this, the first session under the Constitution, which met at Madison on the 5th day of June, 1848, and during the next session, which met on the 10th day of January, 1849. During these two sessions there was an immense deal of work done in organizing the state, revising the statutes, etc."

SATTERLEE CLARK'S PERILOUS JOURNEY

Satterlee Clark and Peter Pauquette acted as scouts during the Winnebago war, and the former played perhaps the most important part in securing the troops from General Atkinson, the chief officer in command, which perhaps averted a massacre of the thirty men remaining in Fort Winnebago, with several women and children. Mr. Clark's account of his adventures is simple and graphic: "In 1831, in violation of a treaty stipulation, the Sauk and Fox Indians, under Black Hawk and the Prophet, crossed the Mississippi into Illinois. Black Hawk was a Fox Indian and the Prophet was a Winnebago, who, with a small band, became discontented and left the Winnebagoes, joining the Sauk and Fox tribes among whom they had intermarried. General Atkinson was ordered to remove them. They offered to go back and remain for 60,000 bushels of corn, and as corn was only five cents a bushel he gave it to them and they retired.

"The following summer, thinking to get 60,000 bushels of corn quite easily, they again crossed the river and again General Atkinson was ordered to remove them. Instead of buying corn of them, he ordered all of the available troops into the field, and the President ordered out the Illinois militia under the command of General Henry and General Alexander, all under the command of General Atkinson. The Indians started up Fox River pursued by the troops, committing occasional depredations as they went along. After they got into Wisconsin the troops lost track of them, and General Atkinson continued up Rock River to where the village of Fort Atkinson stands, where he established his headquarters and built a temporary fort.

BLACK HAWK THREATENS FORT WINNEBAGO

"In the meantime Black Hawk, learning from the Winnebagoes, who also promised to assist him, that only thirty men remained at Fort Winnebago, determined to burn it and massacre its inmates. They accordingly came and encamped on the Fox River about four miles above Swan Lake and about eight miles from the fort. Every possible means that could be devised was adopted to protect the fort and save the lives of the inhabitants, most of whom were women and children; but after all had been done that was possible the commanding officer concluded that without reinforcements we would be lost, and determined to send to General Atkinson for troops. I was selected for that duty for several reasons; among which was my thorough acquaintance with the country, and another was the probability that the Winnegaboes would not harm me.

CLARK SENT FOR REENFORCEMENTS

"Every day some Winnebago would come to me and advise me to go at night and stay in his wigwam, where, he said, I would be safe. At 9 o'clock at night I left the fort with many a 'God speed you,' armed with a small Ruggles rifle, my dispatches, a tomahawk and a bowie-knife. I crossed the Fox River at a shallow point just above where the public stables used to stand, and keeping the Indian trail that led from there to White Crow's village on Lake Kosh-ko-nong on my right, I traveled rapidly all night, walking up hill and running down hill and on a level. I struck the trail several times during the night, but left it immediately, as I feared that some Indians might be encamped upon it whose dogs would discover me before I would discover them. I arrived safely at the fort (Atkinson) at half past 11 o'clock in the forenoon, and delivered my dispatches to General Atkinson, who sent 3,000 men at once to relieve Fort Winnebago.

ON RETURN OVERTAKES MOUNTED MILITIA

"I slept till 4 o'clock in the afternoon and then started on my return, following the trail of the mounted militia for twelve miles, when I passed them and reached the head of a stream that used to be called Rowan's Creek, about twelve miles from the fort, shortly before daylight; and fearing to go further till night, I crawled into some brush and went to sleep.

"As soon as it was dark, I left my hiding place and returned to

the fort as near as possible by the route I left it, arriving between 10 and 11 o'clock P. M. I reported that the troops were on the way and would arrive next evening. We kept close watch all that night and at 4 o'clock P. M. next day the troops arrived. It may surprise some of my readers that I should travel so rapidly, and the mounted troops should be so long on the road. But you must recollect the marshes were very wet at that time, that the whole country was a wilderness, and that when I jumped into a stream and waded through or walked across the marsh the troops had to build bridges and causeways.

"The war would have been ended in two days if the militia had been in condition to follow the Indians; but the horses needed food and rest, rations had to be issued to the men, many of them had not a change of underclothing, and it was absolutely necessary to wait at least one day at the fort.

FATAL STAMPEDE OF TROOPERS' HORSES

"The second night the horses took fright (probably at some Winnebago Indians), and there was a regular stampede. Several hundred started with a noise like thunder, running so close together that when one was so unfortunate as to face a tree he was either killed or so badly injured as to be unable to proceed, and was run over by the whole drove. Between the bank of the Wisconsin and the point of land between there and the fort, thirty-seven horses were found dead. They took the trail they came on and ran to the prairie, a distance of about sixteen miles. Over sixty horses were killed, and it was late next day before those recovered were brought back. This, of course, occasioned another delay, and it was not till the fifth day that they left the fort in pursuit of the Indians.

"BATTLE" OF THE WISCONSIN

"The enemy, in the meantime, went to the Four Lakes, where, as I learned later, they were advised to cross the Wisconsin and the Mississippi as soon as possible. A few reliable Winnebagoes, under Peter Pauquette and myself, were secured for scouts. We had no difficulty in following their trail and gained upon them rapidly, overtaking them on the bank of the Wisconsin about twenty-five miles below, where the battle of the Wisconsin was fought.

"That battle made many heroes, and so it should. About one hundred and twenty-five half-starved Indians defended the pass against nearly three thousand whites, while the remainder of the Indians, in

plain sight, were crossing the Wisconsin with the women and children, and as soon as these were safe the Indians broke and ran. Then came the struggle for scalps. Every man who could run started down the hill at top speed, my Indian scouts and myself far ahead of the militia, and I was about thirty feet ahead of all. Just as I commenced raising the hill on the other side of the valley, Pauquette passed me on horseback, and as he went by I caught his horse by the tail and held on till we reached the top of the hill, where we found four dead Indians. Pauquette took one scalp, I took one, and the Indian scouts took the other two.

"The Indians lost four killed all told and the whites, one. This ended the battle of the Wisconsin about which so much has been written.

END OF THE BLACK HAWK WAR

"The Indians traveled as fast as possible to the Mississippi, near the mouth of the Bad Axe River. I went home. Shortly after Capt. Alexander Johnston was ordered to take command of the regular troops, endeavor to intercept the Indians and prevent their crossing the Mississippi. A steamboat was sent up the Mississippi from Fort Crawford, commanded by Jefferson Davis. He drove the Indians back, and they were all killed or taken prisoners except Black Hawk and the Prophet, with their families, who crossed the river before the steamboat arrived.

"Gen. Winfield Scott offered a reward of \$2,000 for the capture of Black Hawk and the Prophet, which was earned by a Winnebago called Little Thunder. All were then taken to Rock Island, where General Scott had established his headquarters. From there the leaders were taken to all the large cities of the country, to show them how impossible it was for them to wage successful war against the whites.

"That ended the Black Hawk war."

DE LA RONDE MAKES THE PORTAGE IN 1828

John T. De La Ronde, an educated Frenchman and in his youth and early manhood agent for the Northwest Fur Company, as well as for its successor, the Hudson Bay Company, crossed over to the American side of the line when he was about twenty-six years of age, became acquainted with some of the men connected with the American Fur Company at Mackinaw and, in quest of adventure, finally made the portage May 29, 1828. At the time he reached that place in his little bark canoe, he found the log house and barn occupied by Pauquette and family as the trading post of the Astor concern, but its agent was

absent in Washington on treaty business, acting as interpreter for the Winnebagoes. The post was erected almost opposite to where the mill was subsequently built on the Fox River. Then there were the agency house and two log cabins occupied by half breeds, and on the east side of the river, where the fort was afterward built, the Le Roy house.

THE NOTED INDIAN FAMILY, DE-KAU-RY (DE KORRA)

At the western end of the portage a warehouse was built, and three houses in which resided the Grignons—Perrish and Lavoin, father and son—and J. B. Lecuyer, the noted trader and half breed. As to the famous family De Korra, or De-kau-ry, De La Ronde gives the following information: "De-kau-ry, or Scha-chip-ka-ka, was principal chief of the Winnebagoes, often called by his countrymen Ko-no-koh De-kau-ry, meaning the eldest De-kau-ry. Scha-chip-ka-ka was the son of Chou-ke-ka, called by the whites Spoon De-kau-ry, and was the son of Sabrevoir De Carrie, corrupted into De-kau-ry, an officer of the French army in 1699 under De Broisbriant. He resigned his commission in 1729, became an Indian trader among the Winnebagoes and subsequently took for wife the head chief's sister named Wa-ho-po-e-kau, or the Glory of the Morning. After living with her seven or eight years he left her and their two sons, whom she refused to let him take away, but permitted him to take their daughter. De Carrie reentered the army and was mortally wounded at Quebec, April 28, 1760, dying of his wounds at the Montreal hospital. His eldest son, Chou-ke-ka (the Spoon, or Ladle), was made a chief and was quite aged when he died at the portage about 1816. At his request he was buried in a sitting posture on the surface of the ground, with a small log structure over the body surrounded by a fence. I saw his burial place in 1828, when the red cedar posts of which the fence was made were yet undecayed. His widow died two miles above Portage in 1868, at a very advanced age. The old chief's sister, who had been taken to Montreal and educated there, was married to Laurent Filly, a Quebec merchant, whose son of the same name was long a clerk for Augustin Grignon.

"Chou-ke-ka was succeeded by his son, Scha-chip-ka-ka, who had six brothers and five sisters. One of the brothers was called Ruch-ka-sha-ka, or White Pigeon, called by the whites Black De-kau-ry; another, Chou-me-ne-ka-ka, or Raisin De-kau-ry; another, Ko-ke-mau-ne-ka, or He-who-walks-between-two-stars, or the Star Walker; another, Yound De-kau-ry, called by the whites, on account of his tricky character, Rascal De-kau-ry; another, Wau-kon-ga-ko, or the Thunder Hearer, and the sixth, Onga-ka-ka, or White Wolf, who died young. Of the

sisters, three married Indian husbands; one married a trapper named Dennis De Riviere, and afterward Perrish Grignon; the other married John B. Lecuyer, the father of Madame Le Roy."

DE LA RONDE BECOMES A CALEDONIA FARMER

While making the portage his headquarters De La Ronde took trips to Prairie du Chien and Green Bay, as well as far into the Lake Superior region. In the winter of 1832 he was engaged by the American Fur Company as a clerk, and subsequently participated in the Winnebago war, being accompanied by Peter Pauquette, White Crow, who commanded a small body of Winnebagoes, and others. When the country became more secure De La Ronde established several trading posts, but tired of this roving life and in the summer of 1838 opened a farm in what is now Caledonia Township, the third in that section of the county.

INDIAN REMOVAL OF 1840

"In 1840," says De La Ronde, "the troops came to Portage to remove the Winnebago Indians, a part of the Eighth Regiment of Infantry under command of Colonel Worth, and a part of the Fifth Regiment under General Brooke, with General Atkinson as commander-in-chief. There were three interpreters employed by the Government—Antoine Grignon, Pierre Meneg and myself. Meneg was sent after Yellow Thunder and Black Wolf's son, inviting them to Portage to get provisions; but instead of that as soon as they arrived they were put into the guardhouse with ball and chain, which hurt the feelings of the Indians very much, as they had done no harm to the Government. The general had understood that they were going to revolt, refusing to emigrate according to treaty stipulations; but as soon as Governor Dodge came here they were released. They all promised faithfully to be at Portage, ready for removal in three days, and they were all there the second day.

"There were two large boats in which to take down such of the Indians as had no canoes. Antoine Grignon and Pierre Meneg went down with the boats. I was kept here by the order of General Atkinson at the suggestion of General Brady, to assist the dragoons commanded by Capt. (Edwin V.) Sumner and Lieutenants McCrate and Steele. We went down to Rock River to look for Mas-i-ma-ni-ka-ka; from there we went to Madison and thence to Fox River. We picked up 250 Indians, men, women and children, and took them down to Prairie du Chien. Before we got there, at the head of Kickapoo River

we came to three Indian wigwams. The captain directed me to order the Indians to break up their camp and come along with him. Two old women, sisters of Black Wolf, and another one came up, throwing themselves on their knees, crying and beseeching Captain Sumner to kill them; that they were old, and would rather die and be buried with their fathers, mothers and children, than be taken away, and that they were ready to receive their death-blows. The captain directed me to go with them and watch them, and we found them on their knees, kissing the ground and crying very loud, where their relatives were buried. This touched the captain's feelings and he exclaimed 'Good God! What harm could those poor Indians do among the rocks?'

It might interest the reader to know that the Captain Sumner, whose good heart did him such credit, not only served with credit as a commander of dragoons in the Black Hawk war and elsewhere, but distinguished himself for his bravery and ability as a cavalry officer in the Mexican war and in many Indian campaigns in the Southwest. At one time he was military governor of New Mexico, and during the Civil war, after being three or four times wounded and reaching the rank of major general, through personal bravery and military genius, became so shattered in body that he went to his Syracuse home to die. His death occurred in March, 1863. He is especially identified with the history of Columbia County, in that he was stationed at Fort Winnebago for several years, and was always considered one of the brightest and most popular of its officers.

GRIGNON, OR FRENCH CLAIM No. 21

Two months before the Indian uprising under Black Hawk a tract of land was conveyed by the general government to Augustin Grignon, son of the Green Bay founder of the family, whose home was at Kaukauna, near the present Appleton. He was born in 1780 and became famous in the development of the Fox River valley, building its first sawmill and becoming interested in numerous townsites from Green Bay to the portage. He had served in the War of 1812 as a lieutenant in the American army, and was a captain in the Black Hawk war. The land of Mr. Grignon was patented to him by President Andrew Jackson April 26, 1832, and consisted of about 648 acres of the territory embraced by what are now the First ward of the city of Portage and portions of the Second, Third and Fourth wards—in other words, Winnebago Indian lands. The balance of Portage was still Indian territory until 1849, the year of the session of the Menominee lands. The land was generally known as the Grignon Tract, or French Claim

No. 21, and to real estate men of the present as Webb & Bronson's plat of the town of Winnebago. The main road of the portage bounded the tract on the south, and the Indian agency building was near its northern boundary, west of Fox River. On the opposite shore was Fort Winnebago in all the pride of its two years.

The angle in the tract, at its most northerly point, is near the junction of Conant and Adams streets, and was mentioned in the deed as "the corner of the pickets which surround the grave of the late John Ecuyer." The tract probably could have been conveyed to John B. L'Ecuyer, but he had conveyed his rights virtually to Mr. Grignon, who had occupied for a time the lands in question, as well as a number of his relatives. The northern line of the Grignon tract included not only L'Ecuyer's grave, but the old Indian burying ground, upon which Pauquette was about to erect the first church between Lake Michigan and the Mississippi River. The deed issued from the general land office at Detroit and was clear of any complications, save "any right or claim which the said heirs of John Ecuyer, deceased, may have in and to the same."

L'ECUYER'S GRAVE

Not long before his death, A. J. Turner wrote thus of the grave of Jean B. L'Ecuyer, one of the most noted landmarks on the famous Grignon Tract: "There are persons still residing in Portage who remember the picketed grave of L'Ecuyer very well, which stood just in front of the window of the house on Lot 1, Block 185, now occupied by Mr. Eschwig, owned, I believe, by Bluford Turner. The writer of this article also remembers the grave well, which was marked by a small American flag over it, which had evidently been kept flying by some relative or friend of Mr. L'Ecuyer.

"L'Ecuyer's grave, which was thus made the most conspicuous landmark in what is now the city of Portage, was not, as some have supposed, obliterated by the grading of Conant Street several years ago, which operation required the removal of the remains of those who had been buried in the Indian burying ground at that point, but the bones of the famous pioneer remain where his kindred had placed him some ninety years ago. I am able to say this from the fact that some Government officers engaged in definitely fixing the boundaries of French Claim No. 21, no longer ago than last summer, run the lines of the claim, and when the point was reached at which L'Ecuyer's grave was supposed to be located, a small excavation was made by one of the workmen, and scarcely two feet from the surface L'Ecuyer's bones were

found in a good state of preservation. The excavation was immediately filled up and the bones of the famous pioneer were left without further disturbance. A small flower bed about a couple of feet in front of the window soon appeared over the spot.

“Probably the good woman who utilized the loosened earth for the purpose of a flower bed was wholly unconscious of the fact that, as she planted her chrysanthemums in the prepared earth, she was marking the grave of one who was probably the first bona fide citizen of our city, and who had a hundred years before been an active business man at the portage, transporting from the Wisconsin to the Fox, by his primitive methods, the furs gathered as far away as the sources of the Missouri to a market at Quebec.

“It is to be regretted that we do not know more of John B. L’Ecuyer, who was one of, if not the very first person to make Portage his definite abiding place. We do know where his bones lie as a conspicuous landmark. It would be fitting if some permanent tablet should be placed to ever mark the spot.”

THE POST CEMETERY

And speaking of landmarks, the Soldiers’ Cemetery belonging to the fort must not be forgotten. It is one of the landmarks which the Government, assisted by Wau-Bun Chapter, D. A. R., of Portage, keep in respectable repair. The grave guarded with special solicitude is that of Cooper Pixley, a soldier of the Revolution who died March 12, 1855. It is believed that he has not to exceed half a dozen comrades in Wisconsin soil. In the Fort Cemetery are known to repose the remains of soldiers who have had their honorable part in the War of 1812, and in the Seminole, Black Hawk, Mexican, Civil and Spanish-American wars. But most of the graves of those who fought in the earlier conflicts have been obliterated by a fire which swept over the ground many years ago. Besides the stone marking the burial place of Cooper Pixley, there is another of special interest, albeit no warrior lies beneath it; only the infant child of Lyman Foot, one time surgeon of Fort Winnebago. Both are annually decorated by the ladies of the chapter, one with pride, the other with tenderness.

Major Clark and Captain Low were both buried in the Soldiers’ Cemetery, but their remains were finally removed to the family grounds elsewhere. Robert Irwin, Jr., the Indian agent, died at Fort Winnebago in July, 1833, but his body was taken to Fort Howard for burial.

WISCONSINAPOLIS AND OTHERS LIKE IT

To the right of the cemetery is a plat of ground surveyed and once laid out as the City of Wisconsinapolis. It was on the north side of Swan Lake in the town of Pacific and extended north to Stone Quarry Hill—that is, the plat covered this territory. Although the plat was filed by Doctor and Surgeon Foot, of Fort Winnebago, in January, 1837, Wisconsinapolis had received one vote during the previous year by some member of the territorial council when the question of the location of the capital was up before that body. But Wisconsinapolis was never anything more than a paper town, like Winnebago City on the south side of Swan Lake, Ida, just east of the first named, Wisconsin City and Baltimore City—all platted by Larned B. Harkness, who hoped that the territorial capital might be fixed at one of them. He was in the townsite business up to his neck, but none of his ventures seemed to evolve into anything substantial.

CHAPTER VI

LAND OWNERS AND REAL SETTLERS

FIRST SALES OF COLUMBIA COUNTY LANDS—THE LAND DISTRICTS—MENOMINEE INDIAN LANDS SURVEYED—LIST OF FIRST LAND ENTRIES—WALLACE ROWAN, FIRST REAL SETTLER—MRS. ROWAN FROM "INDIANER"—THE ROWAN INN—JUDGE DOTY OBJECTS TO THE HOURS—LAST OF THE ROWANS—THE ENGLISH COLONIES OF POTTERS—ARRIVE IN THE TOWN OF SCOTT—OTHER TRADES RECOGNIZED—POTTERSVILLE—TWIGG'S LANDING—DISBANDMENT OF THE SOCIETY—INHABITANTS OF COUNTY (1846) 1,200—COLUMBIA COUNTY ON EARLY MAPS.

By the end of 1833 a large amount of the public land of Wisconsin south and east of the Fox and Wisconsin rivers had been surveyed, and were placed in the Green Bay and Wisconsin districts, the office for the latter being at Mineral Point. The lands in Columbia County which fell in the Green Bay District included the towns of Randolph, Courtland, Fountain Prairie, Columbus (with the site of the city of Columbus), Hampden, Otsego, Springvale, Scott, Marcellon, Wyocena, Lowville, Leeds, Arlington; all of De Korra lying in Range 9 east, Pacific; so much of Portage as lies southeast of the Grignon Claim, and all of Fort Winnebago lying east of the Fox River. The whole of the present towns of Lodi and West Point, and so much of De Korra as lies southeast of the Wisconsin River in Range 8, were in the Wisconsin Land District. The towns of Lewiston, Newport and Caledonia, so much of Fort Winnebago as lies west of the Fox River, the Grignon Claim and all of Portage lying northwest of it and south of the Wisconsin, were not included in either district, being unsurveyed lands belonging to the Menominees.

FIRST SALES OF COLUMBIA COUNTY LANDS

Public sales of the surveyed lands were held in 1835, at Green Bay and Mineral Point, the four sections constituting the military reserva-

tion in Columbia County near the center of which was Fort Winnebago) being held out of the market by the General Government. Except these reserved sections and the unsurveyed Menominee lands, all of Columbia County was immediately opened to private entry at \$1.25 per acre. But no entries were made in that year. In June of the following year the Milwaukee Land District was erected out of the southern part of the Green Bay District. In the new division was embraced the territory included in the present southern townships of Arlington, Leeds, Hampden and Columbus.

THE LAND DISTRICTS

It was provided in the act of Congress creating the Green Bay and Wisconsin land districts that they should embrace the country north of the Wisconsin and Fox rivers where the Indian title to the same had become extinguished. On the 1st day of November, 1837, the Winnebago Indians ceded to the General Government all their lands east of the Mississippi River. By this treaty the United States came into possession of lands north of the Wisconsin, of which that portion lying in the great bend of that river (now Caledonia) was a part; so this territory, with much other, was ordered surveyed, being completed in 1845. The Green Bay and Wisconsin land districts were then extended north, so that all of what is now the town of Caledonia lying in Range 8 east, and so much of Portage south of the Wisconsin as lies in that range, fell into the Wisconsin Land District.

MENOMINEE INDIAN LANDS SURVEYED

In October, 1848, the Menominee Indians ceded all their lands in Wisconsin to the United States, but, as stated, the latter did not come into possession of them until the spring of 1851. That part lying in Columbia County, which has already been described, was at once surveyed, and the two land districts again extended north, so that all of what is now the town of Caledonia lying in Range 9 east fell into the Green Bay District and all in Ranges 6, 7 and 8 east, into the Wisconsin District. This accounts for all but the Grignon Tract, which gradually descended from the original owners, who received their patent from the General Government, and was platted and subdivided, from time to time, by those who came into possession of it, as will be explained in detail as the story of the founding of Portage city progresses.

The lands north of the Wisconsin River and west of the Fox were surveyed in 1851 and came into the market in the following year.

LIST OF FIRST LAND ENTRIES

These facts are given as an introduction to the following table, showing the first land entries made in Columbia County, the record being presented alphabetically by towns, cities and villages:

- Arlington; Wallis Rowan; S. E. $\frac{1}{4}$ N. E. $\frac{1}{4}$ S. 3, T. 10, R. 9; entered June 6, 1836.
- Caledonia; Joseph Ward; S. E. $\frac{1}{4}$ S. E. $\frac{1}{4}$ S. 19, T. 12, R. 8; entered December 18, 1846.
- Caledonia; A. J. Hewitt; N. $\frac{1}{2}$ N. E. $\frac{1}{4}$ S. 30, T. 12, R. 8; entered December 18, 1846.
- Courtland; Peter Goulden; E. $\frac{1}{2}$ S. E. $\frac{1}{4}$ S. 10, T. 12, R. 12; entered June 5, 1844.
- Columbus, City; Lewis Ludington; S. E. $\frac{1}{4}$ S. 12, T. 12, R. 12; entered February 18, 1839.
- Columbus, City; Lewis Ludington; N. E. $\frac{1}{4}$ S. 13, T. 12, R. 12; entered February 18, 1839.
- Columbus, City; John Hustis; S. W. $\frac{1}{4}$ S. 12, T. 12, R. 12; entered February 18, 1839.
- Columbus, City; John Hustis; N. W. $\frac{1}{4}$ S. 13, T. 12, R. 12; entered February 18, 1839.
- Columbus, Town; Lewis Ludington; E. $\frac{1}{2}$ S. 24, T. 12, R. 12; entered February 18, 1839.
- Dekorra; Wallis Rowan; N. E. $\frac{1}{4}$ S. E. $\frac{1}{4}$ S. 34, T. 11, R. 9; entered June 6, 1836.
- Fort Winnebago; Robert McPherson; E. $\frac{1}{2}$ S. E. $\frac{1}{4}$ S. 26, T. 13, R. 9; entered August 11, 1836.
- Fort Winnebago; Robert McPherson; S. E. $\frac{1}{4}$ S. 27, T. 13, R. 9; entered August 11, 1836.
- Fountain Prairie; James C. Carr; W. $\frac{1}{2}$ N. W. $\frac{1}{4}$ S. 34, T. 11, R. 12; entered July 19, 1843.
- Hampden; Alfred Topliff; S. W. $\frac{1}{4}$ N. E. $\frac{1}{4}$ S. 11, T. 10, R. 11; entered June 28, 1844.
- Leeds; John Dalziel; N. W. $\frac{1}{4}$ N. W. $\frac{1}{4}$ S. 26, T. 10, R. 10; entered October 3, 1844.
- Lewiston; E. F. Lewis; N. W. $\frac{1}{4}$ S. 21, T. 13, R. 8; entered October 28, 1852.
- Lodi; Ebenezer Hale; N. W. $\frac{1}{4}$ S. 21, T. 10, R. 8; entered June 21, 1836.
- Lowville; Catherine Low; E. $\frac{1}{2}$ N. E. $\frac{1}{4}$ S. 32, T. 11, R. 10; entered May 10, 1845.
- Marcellon; Hiram McDonald; N. W. $\frac{1}{4}$ S. W. $\frac{1}{4}$ S. 29, T. 13, R. 10; entered February 15, 1836.
- Newport; Michael Laffan; S. W. $\frac{1}{4}$ S. 12, T. 13, R. 6; entered October 11, 1852.
- Otsego; Samuel Emery; S. E. $\frac{1}{4}$ N. E. $\frac{1}{4}$ S. 10, T. 11, R. 11; entered December 27, 1843.
- Pacific; David Butterfield; lot 3 S. 1, T. 12, R. 9; entered January 30, 1836.
- Portage; Augustin Grignon; entered April 26, 1832.
- Randolph; Mary Perry; W. $\frac{1}{2}$ N. W. $\frac{1}{4}$ S. 12, T. 13, R. 12; entered February 8, 1844.
- Scott; John Dodge; E. $\frac{1}{2}$ S. E. $\frac{1}{4}$ S. 34, T. 13, R. 11; entered February 8, 1844.
- Springvale; John Dodge; W. $\frac{1}{2}$ S. E. $\frac{1}{4}$ S. 1, T. 12, R. 11; entered April 29, 1845.
- West Point; S. Taylor, et al.; lot No. 5 S. 2, T. 10, R. 7; entered March 9, 1836.
- Wyocena; Joseph W. Turner; lots 5, 11, 12 S. 5, T. 12, R. 10; June 17, 1836.
- Wyocena; Joseph W. Turner; lot 5 S. 6, T. 12, R. 10; entered June 17, 1836.
- Lodi, Village; Ebenezer Hale; N. W. $\frac{1}{4}$ S. 21, T. 10, R. 8; entered July 21, 1836.
- Cambria; James Waunkie; N. E. $\frac{1}{4}$ N. E. $\frac{1}{4}$ S. 6, T. 10, R. 12; entered April 2, 1845.
- Randolph, Village; Allen Brunson; E. $\frac{1}{2}$ S. E. $\frac{1}{4}$ S. 10, T. 10, R. 12; entered April 29, 1846.
- Rio; Jeremiah Folsom, Jr.; N. E. $\frac{1}{4}$ N. E. $\frac{1}{4}$ S. 10, T. 10, R. 11; entered August 28, 1847.
- Fall River; John Brown; N. E. $\frac{1}{4}$ N. E. $\frac{1}{4}$ S. 34, T. 11, R. 12; entered October 18, 1843.
- Kilbourn City; C. F. Legate; N. $\frac{1}{2}$ N. E. $\frac{1}{4}$ S. 12, T. 13, R. 6; entered December 7, 1852.
- Pardeeville; W. W. Haskin; S. $\frac{1}{2}$ N. W. $\frac{1}{4}$ S. 10, T. 12, R. 10; entered January 8, 1848.

Poynette; James Duane Doty; E. $\frac{1}{2}$ S. W. $\frac{1}{4}$ S. 34, T. 11, R. 9; entered February 8, 1837.

Poynette; James Duane Doty; W. $\frac{1}{2}$ S. E. $\frac{1}{4}$ S. 34, T. 11, R. 9; entered February 8, 1837.

Poynette; Alex. S. Hooe; N. E. $\frac{1}{4}$ S. 34, T. 11, R. 9; entered February 8, 1837.

WALLACE ROWAN, FIRST REAL "SETTLER"

The first settler in what is now Columbia County was Wallace Rowan, a typical Hoosier, kind-hearted, honest and just enough eccentric to be interesting. He moved from Dane County with his wife and large family of children, having entered his forty acres at the Green Bay land office. He located on the military road and opened a tavern



LOG CABIN OF THE REAL SETTLER

a little south of what afterward became known as Dole's Mill, adjoining the village of Poynette. "I was at his house," says Moses M. Strong, "on the 19th of February, 1837, and there was no appearance of his having just arrived there." He was living in a log house, built by himself on his own land, and he was there to stay. There was no other settler, as the term should be used, within the present limits of Columbia County.

Rowan's house was a double-log affair, built both for trading with the Indians and for accommodating travelers. He was a man of medium height, rather thin and dark; was sociable and talkative, and took great pains to make all who stopped with him as comfortable as possible. Adjoining his tavern he cultivated a tract of land to corn, pota-

toes, oats and vegetables; thus providing refreshment for man and beast.

MRS. ROWAN, FROM "INDIANER"

Mrs. Rowan appears to have been an energetic, if somewhat unpolished woman; but she was a good housekeeper, and that was what the situation and the weary travelers called for. She was a stalwart champion of Indiana, as those found who sometimes twitted her on the name of her native state, so suggestive of savagery to the rough jokers. One of the most persistent repeatedly asked her to what tribe she belonged, and got his answer: "Gol dern it, I don't belong to no tribe: I'm from Indianer!"

THE ROWAN INN

Mr. and Mrs. Rowan had two attractive daughters, who also assisted to make the inn popular. One picture of Rowan's Hotel is thus drawn by an old settler: "I arrived there in 1837 at 11 o'clock P. M. on horseback. The hostler, a Frenchman, was yet up, making fires to keep comfortable those who were sleeping on the floor. After taking care of my horse, I went into the house. There was a good fire, and the floor was covered with sleeping men. I asked the French hostler for something to eat; so he went out into the kitchen and brought me a whole duck and two potatoes. He said that was all he could find cooked. After eating I felt like lying down. He pointed to a place between two men. I took my blanket and crowded myself into it.

JUDGE DOTY OBJECTS TO THE HOURS

"Next morning the teamsters got up to feed their teams, and in taking out their corn they scattered some inside and outside the house. James Duane Doty (afterward governor) was lying next to the door in his robes. I was next to him in my blanket. A lean, long, old sow found the corn that the teamsters had scattered outside the door. This encouraged her to follow up the corn that was scattered inside. Finding some among Doty's robes, she put her nose under him and rolled him over, when he exclaimed 'Landlord! Landlord! you must postpone my breakfast for some time, as I am not yet rested.'

"Then I heard some curious noise outside which kept me awake; so I got up and found that the noise was created by a grist mill erected in front of the door for grinding corn into meal. A pestle hung to the

end of a spring pole; a mortar was made by burning out a hollow in the top of a stump. We all of us had the first mess made out of this mill, and you could compare it to nothing but the fine siftings of stone-coal, such as you find in a blacksmith's shop. But we had good coffee and plenty of honey. We all made a hearty breakfast and were thankful for it."

LAST OF THE ROWANS

Besides his tavern in De Korra, Rowan kept a trading house at Portage in 1838. Two years later, with a man named Wood, he made a claim on Baraboo River, building a sawmill at the upper end of Baraboo village. They supplied the lumber used in building some of the first houses in that place and made a business also of rafting lumber down the Wisconsin River. In 1842 Rowan left Columbia County and took his family with him to Baraboo. He soon after died, and neither his eldest daughter Ducky, the beauty of the family, nor the homely but helpful wife, long survived him.

THE ENGLISH COLONIES OF POTTERS

The most important "lump" addition to the pioneer settlers of Columbia County occurred in 1847, when fifty unemployed potters of Staffordshire, England, located in the town of Scott. The emigrants were under the control of the Potters' Joint Stock Emigration Society and Savings Fund, an English organization designed to encourage the purchase of lands in the western states of this country for homesteads and permanent settlement. Its fund was raised from weekly contributions of each member, the amount depending on the number of shares held. Each share was fixed at one pound sterling.

It was proposed, with the moneys thus realized, that a certain number of families, chosen by ballot, should be sent to the society's land. Each family was entitled to twenty acres of land, and the migrating expenses of any colony were defrayed by the general fund. It was also permitted any member who had paid one pound for his share, the privilege of emigrating at his own expense; thereupon he was allowed the choice of twenty acres of land, agreeing to cultivate it and erect a dwelling on it. Anyone elected by ballot who did not choose to go could designate a substitute. Women were permitted to become members of the society, but could not hold office.

In 1846, when a sufficient emigrating fund had been raised, Hamlet Copeland, John Sawyer and James Hammond were sent out by the society to collect information and locate lands for the use of such union

potters as desired to go to the United States. They brought with them a fine set of fancy pottery as a present to the general land commissioner at Washington. When they arrived in that city the commissioner was absent, but his brother, who was a clerk in the department, received them—also the pottery, in the name of his chief—and advised them to seek homestead lands in Wisconsin. Coming to the state they carefully looked over the field, and selected 1,640 acres in a body, lying in the town of Scott. This they surveyed into twenty-acre tracts, on each of which was to be erected a dwelling house; all according to the regulations of the society.

In Easter week of 1847 a colony of fifty-two started for the Western lands. Among them were representatives of the eight branches of the potters' union—Isaac Smith, Henry Dooley, Enoch Pickering, George Summerfield, Joseph Cloous, Samuel Fox, George Robertshaw and William Bradshaw. The colonists left the potteries of Staffordshire accompanied by a band of music and several thousand people, who came to bid them farewell and God-speed. Taking ship at Liverpool, they sailed for New York, landing at Castle Garden after a five-weeks' voyage. By way of Erie canal they journeyed to Buffalo, N. Y., and thence to Milwaukee by lake. Here the party was met by James Hammond, who was to be their conductor to the selected lands.

ARRIVE IN THE TOWN OF SCOTT

Arriving in Scott, they found but four houses erected, and all in an unfinished condition. The men therefore went to work and built houses for themselves, in the meantime living as best they could. At that time provisions were hard to obtain, with or without money. For days and sometimes weeks, bread was not to be obtained; potatoes, too, were scarce, butter unknown, and the outlook was dreary indeed.

Discouraging reports were sent back to friends in England, which had the effect of discouraging further emigration and crippling the work of the society. Many who had taken an active interest in the work withdrew their aid, so much so that sufficient funds could not be raised to even supply the wants of those who had been sent out. At this juncture the society was reorganized, and instead of limiting its membership to the potters, all trades were admitted.

OTHER TRADES RECOGNIZED

A circular issued by the general agent of the society in May, 1848, contains this: "At the commencement of the Potters' Joint Stock

Emigration Society, and up to the present time, its operations were confined to potters alone. It is now the pleasure of the founder to announce that these operations are thrown open to the service of other trades, and that the success of the potters in their land movement for trade's protection is of the most cheering character. Apart from strikes, they have succeeded in raising the price of their labor upward of twenty percent, and throughout a long and unparalleled stagnation of trade, they have conserved the improved price thus secured. This great success is wholly a consequence of their land operations. Instead of resorting to ruinous strikes, they have put the ax to the root of all Trades' evil—surplus labor. In ninety-nine cases out of every 100, these just demands have been complied with; and when refused and men discharged from their employ, these objects of persecution were at once removed to self-supporting twenty-acre farms, rejoicing in their release from the oppressors' yoke."

POTTERSVILLE

On the first purchase of land by the society in the town of Scott were settled, in the first year, 134 persons. The settlement was called Pottersville. The new rules adopted by the society secured to each individual not only twenty acres of land, but a two years' credit for twelve months' provisions on the store of the colony, five acres of his tract broken, sown and fencd, a log dwelling, and passage money of himself, wife, and children under eighteen years of age.

TWIGG'S LANDING

In 1849 Thomas Twigg was sent out with full power to purchase 50,000 acres of land, and as agent for the society he bought extensive tracts in the towns of Fort Winnebago, Columbia County, and Moundville, Marquette County. On Section 4, in the northern part of Fort Winnebago Township on the banks of the Fox River, he opened a society store and a blacksmith shop, calling the little settlement Twigg's Landing. The means of transportation across the river was given the rather high-sounding name of Emancipation Ferry.

DISBANDMENT OF THE SOCIETY

But the English colonists were not yet fully emancipated from their troubles. The stewards in charge of the store contracted debts which they could not meet. Suits were brought against the society, judgment

obtained and a levy made upon the more improved lands in the town of Scott. Friends of the parties then living on the land bought it in and permitted the occupants to remain thereon. News of this state of affairs reached England, and confidence was destroyed in the management of the society, which soon disbanded. A few of the emigrants returned to the mother country, but the greater part remained, some of whom entered other lands in Columbia and adjoining counties and became substantial citizens.

INHABITANTS OF COUNTY (1846), 1,200

With the spread of the land surveys and the establishment of land tenures on a solid basis, immigrants came to Columbia County for the purpose of making permanent homes within its borders; so that by 1846, when it assumed a civic body, there were over 1,200 persons under the protection of the county government. But before commencing the story of the political creation of the county, there are several topics which seem best to be considered as logically belonging to the earlier, or pioneer era: First, the importance of the portage, as indicated by various French, English and American maps covering more than two centuries; and secondly, the natural and artificial means of transportation for which Columbia County has become marked in the development of interior Wisconsin.

COLUMBIA COUNTY ON EARLY MAPS

As early as 1632 Champlain, then at Quebec, drew a map of the valley of the St. Lawrence and of the region of the upper lakes—the first attempt to cover that territory. His delineations of the country to the westward and the northwestward of Lake Huron were wholly from Indian reports. Upon this map Fox River is placed to the north of Lake Superior and the Wisconsin is rudely given as leading into a northern sea. There is a narrow space between the two rivers, and possibly it had been described to him by the savages.

But the first map of the Fox and Wisconsin rivers and the portage made with any accuracy was by Father Marquette, and we have seen how it was made from actual observation. The portage is distinctly traced and the general course of the two rivers given.

Other maps were published down to 1768, when a very creditable one in consideration of the circumstances under which it was made, appeared in the "Travels" of J. Carver, the English voyager already alluded to. This map locates the "carrying place," and depicts Swan

Lake and traces with much precision the course of Baraboo River along which Carver passed on his way toward the far Northwest. On the south side of Lake Puckaway is located the Winnebago Upper Town and on Sauk Prairie, down the Wisconsin, the "Saukies Chief Town." At the time Carter drew his map the portage was substantially the boundary line between the hunting grounds of the Winnebagoes upon the Fox River and the Sacs on the Wisconsin. But in the course of a few years the former had crowded the Sacs far down the Wisconsin River.

In 1830 John Farmer, of Detroit, published a "Map of the Territories of Michigan and Ouisconsin." Fort Winnebago appears as if situated between the Fox and Wisconsin, while Roi's (Le Roy's) house occupies the site where the fort was, in fact, located—that is, on the east side of the Fox. Pauquette's place is designated farther down the last mentioned stream, but on the west side. The Baraboo River is noted as Bonibau's Creek, while Duck Creek appears by its proper name, but in French—*Riviere aux Canards*. Neenah Creek is put down as The Fork of the Fox. Winnebago villages are represented down the Fox and the Wisconsin and upon the Baraboo, but none so near the Portage of the Ouisconsin as to bring them within the present bounds of Columbia County.

In Farmer's revised map of 1836 Fort Winnebago appears in its correct location, and but one road—the Military—is represented as leading from it.

The first "Map of Wisconsin Territory, Compiled from Public Surveys" published in the late '30s, contains a representation of so much of the present Columbia County as lies east of the Fox and Wisconsin rivers, the northwest section being still held by the Menominees. Fort Winnebago is correctly located on the east side of the Fox River, the Grignon Tract occupying the space between the two rivers. The proposed canal runs from the outlet of Swan Lake to the point on Duck Creek where the stream is crossed by the main road leading south from Fort Winnebago. This road continues on to Pauquette, afterward called Poynette, then in a southwesterly direction toward the Blue Mounds. Duck Creek appears as Wauonah River, Rock Run as Taynah River and Spring Creek as Oekee River. Pauquette is a small village. A larger one is Ida, on the north side of Swan Lake and a still larger one De Korra, on the Wisconsin. A road leads out of De Korra due east into Dodge County, to what is now Horicon, a branch leading in a more northerly direction toward Fond du Lac.

CHAPTER VII

MEANS OF TRANSPORTATION

THE MILITARY ROAD—IN COLUMBIA COUNTY—TERRITORIAL AND OTHER HIGHWAYS—PRELIMINARY SURVEY OF THE FOX AND WISCONSIN RIVERS—THE OLD PORTAGE CANAL—THE CANAL IN 1851—NEW CANAL COMPLETED BY THE GOVERNMENT—BOSCOBEL REALLY THROUGH—CONTROL OF FLOODS BY LEVEE SYSTEMS—COST AND HISTORY OF GREAT PUBLIC WORK—FIRST DYKE GIVES WAY—LEWISTON LEVEE REBUILT—ANOTHER LEVEE TO PROTECT CALEDONIA AND PORTAGE—FLOODS OF THE WISCONSIN RIVER—LA CROSSE & MILWAUKEE RAILROAD—REACHES POINTS IN COLUMBIA COUNTY—DEVELOPMENT OF THE CHICAGO, MILWAUKEE AND ST. PAUL—CHICAGO & NORTH WESTERN—WISCONSIN CENTRAL COMMENCED AT PORTAGE—COMPLETION OF LINE (1871)—THE M., ST. PAUL & S. STE. MARIE.

As the Fox and Wisconsin valleys formed the natural highway connecting the Great Lakes with the Mississippi, their protection by the General Government meant everything for the development of Central and Southern Wisconsin. Hence the construction of Fort Howard at the eastern terminus, Fort Crawford at the western, and Fort Winnebago, midway at the portage. For about half of the year furs and provisions could be transported by water, but the Government troops passing from post to post, or engaged in movements against the Indians, had to do the best they could, forcing their way through uncharted forests, wading through swamps, throwing rough bridges over swollen streams, and, when they were on the march or called into active service, being obliged to endure great hardships.

The experiences of the Black Hawk war, and the probability that there might be further trouble with the Indians before the country could be considered fairly safe for purposes of settlement, induced the Government to build a crude military road along the historic Indian trails up the Fox and down the Wisconsin to the Mississippi.

THE MILITARY ROAD

Therefore early in 1835, Lewis Cass, then secretary of war, sent out orders to open, lay out and bridge a road from Fort Howard to Fort Crawford, via Fond du Lac and Fort Winnebago. The soldiers at Fort Crawford were to build and bridge this Military Road to Fort Winnebago; those stationed at Fort Winnebago from their post to the Fond du Lac River, bridging that stream, and those at Fort Howard to open the road from their post to Fond du Lac. The garrisons at the three posts were under the general command of Brigadier Gen. George M. Brooke, and comprised the Fifth Regiment of the Regular Army. The active survey and building of the road were entrusted to Lieutenant Centre and James Duane Doty. The latter was then forty-five years old, and years before, as secretary to Lewis Cass and judge under appointment of President Monroe, had traveled through the territory and became especially familiar with the Fox and Wisconsin valleys. Both were splendid men to put through the Military Road.

IN COLUMBIA COUNTY

As for Columbia County, the road entered it from the south on Section 31, Township 10, Range 9 east (Town of Arlington), ran in a northeasterly direction to what is now Poynette, and thence almost due north to Fort Winnebago. From that post it ran through the southern sections of the present towns of Fort Winnebago, Marcellon, Scott and Randolph, to Fox Lake, Dodge County, and thence to Wau-pun, Fond du Lac and Fort Howard.

It was, as stated, a crude affair, but a great improvement over no highway whatever. The road was built by cutting through timber land, clearing a track about two rods wide, and setting mile stakes. On the prairies the latter were set and small mounds of earth thrown up. Where stone could be found, it was used; otherwise the earth was thrown up. On the marshes and other low places corduroy roads were made by crossing timbers and covering them with brush and earth.

TERRITORIAL AND OTHER HIGHWAYS

In 1837 a Territorial Road was opened from Fort Winnebago, running east through the town by that name into Marcellon, thence in a northeasterly direction into Marquette County, intersecting the Military Road at Fond du Lac. This highway has often been mistaken for

the Military Road, from the fact that during certain seasons of the year it was traveled more than the other.

About the same time two roads were opened from the village of De Korra—one taking an easterly course and intersecting the Military Road near Fox Lake; the other running east, through Horicon, Dodge County, and thence to Lake Michigan, at a point then called Sauk Harbor (now Saukville, Ozaukee County). This road was surveyed by the General Government.

Another road was opened from Swan Lake, taking a southeasterly direction into Jefferson County. From Pauquette (Poynette) a road was opened south to the City of the Four Lakes, and another, to Madison. These comprised all the roads laid out in the county previous to 1838.

PRELIMINARY SURVEY OF THE FOX AND WISCONSIN RIVERS

In the following year (1839) a preliminary survey of the Fox and Wisconsin rivers was made by Government engineers, with the idea of finally perfecting a great navigable waterway across the state. Even ten years before, the subject of the improvement had been agitated, one of its chief features being the construction of a canal at the portage. To tell the truth, in a few words, the building of the canal at Portage City and the construction of a score of locks along the Fox River comprise the sum total of the Fox and Wisconsin Rivers Improvement, about which tons of literature have been created. And it has taken over sixty years to accomplish this. The scheme is a good one, but it has been terribly bungled.

CHANGES IN MANAGEMENT

Active work was not begun on the Upper Fox until after the admission of Wisconsin as a state in 1848. In 1853 the governor advised that as the enterprise was in a hopeless state financially it be incorporated as the Fox and Wisconsin Rivers Improvement Company. His suggestion was followed and in 1854 Congress added to the land grants which had already been voted by the state to aid the work. In 1856 the company was obliged to reconstruct a portion of the work already done, but capital was scarce and a little later Eastern capitalists bought the enterprise and reorganized it as the Green Bay & Mississippi Canal Company. In 1866, after 680,000 acres of land and \$2,000,000 had gone into the "improvements," the work was turned over to the Federal Government, and whatever has really been accomplished has been

by United States engineers. To all outward appearances the great waterway scheme has been abandoned, although it may be resuscitated, and of late years the Federal Government has confined its work to the Lower Fox.

THE OLD PORTAGE CANAL

The harrowing experience of the two-mile canal at Portage is typical of the general history of the Fox and Wisconsin Improvement. As early as 1837 a company was chartered as the Portage Canal Company. The incorporators, owners of the village plat, were Sheldon Thompson, of Buffalo; DeGarmo Jones, of Detroit; Robert McPherson, Daniel Whitney, S. P. Griffith and others. Digging for the canal commenced in 1838 at a point on the Fox River now crossed by the Chicago, Milwaukee & St. Paul Railroad. Its course may be described as on the line of Bronson Avenue about two rods north, entering the Wisconsin River near Mac Street. After \$10,000 had been spent by the company work was abandoned. Then the scheme slumbered for eight years, when Congress granted the State of Wisconsin alternate sections of land for three miles on each side of the Fox River to aid in the building of locks and the canal. The state accepted the grant and on the 1st of June, 1849, work was again commenced under the commonwealth. But the contractors and the State Board of Public Works quarreled, the workmen did not get their wages for weeks and sometimes months at a time, and after a couple of years of vexatious complications the canal was again abandoned.

THE CANAL IN 1851

A resident of Portage thus describes the state of affairs in March, 1851: "The banks of the canal at this place are crumbling before the thaw, in many places, and falling into the stream. The planking is in great part afloat. By prompt attention the work done on the canal may be saved to the state. As it is now it presents a melancholy spectacle of premature decay. The unpaid laborers, lately employed on the work, whose destitution and wrongs have aroused the indignation and sympathies of our citizens, will hardly assist in its repair unless they are secured in their pay, nor will they suffer strangers to be duped and wronged as they themselves have been."

Repairs were subsequently made, the water let in, and on May 24, 1851, a boat attempted to pass the canal. The "attempt" is thus chronicled by a local paper: "The beautiful steamer, 'John Mitchell,' nearly

accomplished the feat of passing through the canal at this place on Saturday last. She came up as far as Main street. As the 'John Mitchell' came up the canal, the 'Enterprise' came up the Wisconsin river to the head of the canal. The blustering rivalry between these inhabitants of different waters (the throat of each giving its best puff and whistle alternately) was quite exhilarating, and called out a large concourse of citizens to gaze upon the scene presented and make predictions for the future. After a short time boats and citizens withdrew, amid strains of music, and the noise and confusion were over."

The water was drawn off and the work of strengthening the banks and bottom, to prevent the quicksand from pouring in and filling up



WISCONSIN RIVER LOCK, PORTAGE

the bed, was proceeded with. But evidently somebody had sadly blundered, for on August 31st the water was let in, and on the following morning the bottom planking was floating about on the surface. During the next month the high waters of Wisconsin River cut a channel through the southern bank of the canal, some fifty yards wide and ten feet deep, and a warehouse, several dwellings, a quantity of lumber and most of the canal planking were washed into the Fox River.

NEW CANAL COMPLETED BY THE GOVERNMENT

Virtually no further work was done on the canal for more than twenty years, or until the Government engineers under Colonel Hous-

tion, commenced operations in the fall of 1874. It was virtually a new undertaking. The contractors were Conroy, Starke & Company, of Milwaukee, who commenced work at the lower end of the old canal channel, using a steam excavator, wheelbarrows and small construction cars. By June, 1876, the canal had been completed—two and a half miles long, seventy-five feet wide and seven feet from the top of the revetment to the bed. There was six feet of water.

On the 30th of June, 1876, the United States steamer Boscobel passed through the canal—the first boat to do so.

As completed, the Portage City lock connects it with the Wisconsin River, having a lift of nine feet, and the Fort Winnebago lock with a lift of six feet connects it with the Fox River. Between gates, the locks are thirty-five feet wide and 160 long.

BOSCOBEL REALLY THROUGH

As a little item of interest, it may be mentioned that when the contractors turned the canal over to the Government on July 30, 1876, the party selected to make the trip of inspection comprised Hon. Alva Stewart, Hon. R. L. D. Potter, and Messrs. G. J. Cox, E. E. Chapin, A. J. Turner, T. L. Kennan, W. D. Fox, Fred W. Schulze, E. S. Baker and John Cable. The trial trip on the Boscobel, which concluded without a hitch, was the natural occasion for the unloading of considerable history. "One who was there" remarked: "As the steamer coursed its way down to the Fox, trains passed by on the several divisions of the railroad. For some distance the theme of conversation was the change wrought in the line of trade and commerce by the introduction of steam power, and we all wondered how Louis Joliet regarded it, if his spirit was floating about in this vicinity, where 203 years before, on the 17th of June, he had hauled his batteau across this same portage on his voyage of discovery, where steamboats and railroads now hold sway."

CONTROL OF FLOODS BY LEVEE SYSTEMS

But the problems growing out of the natural relations which exist between the Fox and Wisconsin rivers were not confined to joining their waters by an artificial channel; a greater one and a more pressing problem was how to regulate them so that property and life would be conserved. With the Wisconsin level eight feet above that of the Fox at all average stages, and twenty feet, at flood tide, evidently something had to be done to protect the low lands adjacent to the

Wisconsin and the entire Upper Fox Valley for a distance of 100 miles. Hence the Levee System, the most important section of which is the twenty miles constructed in Portage, the Town of Lewiston northwest of it, and in Caledonia and Pacific, to the south and southeast. In the earlier years, commencing with 1882, the system, which extended along the Baraboo River into Sauk County, was controlled by the General Government, but since 1901 the work has been supervised by the State Levee Commission, of which Leonard S. Smith is chief engineer.

COST AND HISTORY OF GREAT PUBLIC WORK

From first to last fully \$150,000 have been expended on the levee system by the General Government, the state, the towns named, the City of Portage—about \$50,000 by the last named. It is by far the most important public work prosecuted in Columbia County.

On December 31, 1900, a memorial was presented to Congress, signed by J. E. Jones, mayor of Portage; Peter A. Paulson, chairman of Lewiston; Hugh Roberts, chairman of Caledonia, and George Kershaw, chairman of Pacific, asking that the levee system in Columbia County be inspected, strengthened and enlarged. From this memorial is condensed a history of the great public work, so essential to the safety of the settlers of the Upper Fox Valley, the City of Portage and adjacent country.

The territory bordering on the Wisconsin River in Columbia County for a distance of about ten miles above the City of Portage and six miles below, is for the greater part so low that in seasons of unusual floods the adjacent lands were formerly submerged, the waters overflowing the right bank of the river expanding across the prairie to the Baraboo River, and those over the left bank finding an outlet across the low lands above Portage into the Big Slough, or Neenah Creek, and thence to the Fox River. The lowest point where the Wisconsin River first left its banks was about six miles above Portage on its left bank, where the Big Slough at its course was separated from the river by a short distance.

FIRST DYKE GIVES WAY

As the country in the valleys of the Neenah and Fox rivers became occupied and highways and railroads were constructed, the necessity for shutting off the discharge of the Wisconsin River into those streams became fully apparent, and in 1861 a small dyke was constructed across the most exposed points, from money arising from the sale of

reclaimed Government lands in the Town of Lewiston. This dyke answered its purpose very well, except in emergencies, but during the high waters of 1880—it was swept away at several points. The valleys of the Neenah and Fox were converted into a lake 100 miles in length and several miles in width, inflicting vast damage to owners of property and interrupting the running of trains on the Chicago, Milwaukee & St. Paul and the Wisconsin Central lines for from a week to ten days.

LEWISTON LEVEE REBUILT

Property owners in the devastated district at first charged the dams at the outlet of Lake Winnebago with being the source of the floods; but the state saw the matter in its true light, and in 1882 to guard against a recurrence of the disaster appropriated from its swamp land fund \$6,000 to construct a suitable levee at the exposed places on the north side of the river above Portage, in the Town of Lewiston. Upon a survey being made the amount advanced to the General Government was found to be inadequate, and Congress in the same year, to prevent further damage to its locks and other improvements along the Fox River, appropriated another \$6,000 to aid in the construction of the Lewiston Levee. But the President vetoed the bill which embraced this item, and the measure finally passed cut down the appropriation to \$3,000. But the Town of Lewiston and the County of Columbia applied what resources they could, although the Lewiston Levee is still considered the weakest section in the entire system.

ANOTHER LEVEE TO PROTECT CALEDONIA AND PORTAGE

The construction of the levee in Lewiston resulted in throwing the waters of the Wisconsin that had formerly escaped to the north into the Fox River, over the lowlands south of the river and so into the valley of the Baraboo, through which they found their way back into the Wisconsin River some five miles south of Portage. This result necessitated the building of a levee by the Town of Caledonia and the City of Portage, some ten miles in length on the right bank of the river. This was constructed in 1883, but with repeated strengthening was found to be quite inadequate to withstand floods of any severity.

GOVERNMENT LEVEE, LAST OF THE SYSTEM

In 1886 Congress passed an act providing for the construction of a levee on the east bank of the Wisconsin River, in the City of Portage

and Town of Pacific. At the time of the unusual rise of 1900 the Government engineer requested the mayor to act as his agent, and all possible efforts were made by the city authorities to preserve the levee intact. But the river rose to such an unprecedented height that crevasses occurred in it and much damage followed. During the summer the breaks were repaired by the Government and strengthened in some degree, but in a manner quite insufficient to withstand a second flood later in the season. The upper, or Wisconsin River lock, narrowly escaped destruction by the terrible floods of 1900. The Fox River lock was badly shattered.

Since 1901 the state has assumed charge of the levee system and has appropriated some \$60,000, most of the late work being designed to reconstruct the Government levee which protects the eastern part of the City of Portage, the Government canal and the four lines of railroad radiating therefrom. The last appropriation was made in 1912 and considerable work was accomplished along these lines in 1913.

FLOODS OF THE WISCONSIN RIVER

That the people of Portage and of the Fox and Wisconsin valleys had cause for constant alarm before the levee system of Columbia County was as effective as it is now, will be evident even to those who have not lived in the threatened, and often ravaged territory, by a brief review of the seasons when the Wisconsin River has gone on a rampage and uproariously left its banks. The last occasion for general alarm was on October 11, 1911, on the afternoon of that day the United States gauge at Portage recording 12.9 feet, which was within a foot of the Wisconsin River lock and three-tenths of an inch higher than the water mark of the 1905 flood. But the levees held, and a newspaper prediction of what might happen was not especially appalling to even timid people: "If the rise continues it is likely the water will go over the levees on the Caledonia side first, and thus relieve the situation on the city side. The water is now within a foot of the top of the Wisconsin River lock. A break at the lock would let a big head of water down the canal and do immense damage, but that is regarded as almost impossible. The river certainly would go over the levees in many places and lower the flood before it could reach the top of the lock."

The first flood of the Wisconsin at Portage was in 1838. There were two feet and a half of water on the flat between the Wisconsin and Fox rivers in the main current between those streams. It is said that a loaded boat from Galena drawing two feet of water crossed from

the Wisconsin River to Fort Winnebago. The flat between Portage and Baraboo was a sea. The water was eight feet above the low water mark.

The second very high water occurred in 1845 and lacked one inch of reaching the mark of 1838. It occurred in July and lasted five days. The third flood occurred in 1866, and was an inch lower than that of 1845. There was also very high water in 1850 and 1852.

In 1880 came the record-breaker up to that time. The Portage Democrat of June 18th, that year, tells why: "Portage is as nearly isolated from the outside world as a walled city with the gates closed. Turn your eyes in whatever direction and they rest upon a waste of water. We can imagine something of the sensation Noah experienced when he navigated his craft into the harbor on Mt. Ararat. Never before in the history of floods has so much property been destroyed in the vicinity of Portage. The bottom lands between the Wisconsin and Baraboo rivers are inundated. The levee in Lewiston gave way Tuesday night, June 15th, and the back water of the Wisconsin now finds an outlet through Big Slough, down Neenah Creek and into the Fox River. The plank road is covered inches deep and the marshes between that highway and Swan Lake would serve a better purpose as fish ponds than for cattle grazing. Trains are suspended on all roads except the old line, and that track is not more than two inches above the water. Unless the floods soon subside, Portage will be compelled to adopt the Venetian mode of travel."

During the week of June 14, 1880, the main line of the Milwaukee Road was flooded between Portage and Kilbourn on Lewiston Marsh, where the river broke through the levee, and the Democrat of the 18th says: "A section of the track on Lake George marsh is flooded and men are at work night and day barricading against the waves. The Madison and Portage branch between the main line switch and Wood's crossing is submerged, and travel on that railroad has been obstructed several days. The Wisconsin Central is in its worse condition. Not a train has run above Stevens Point since Wednesday. Three or four miles beyond Stevens Point the track is built along the bank of the Wisconsin, and there an engineer lost his life on Tuesday. His family were sick at the Point and the unfortunate man was drowned trying to reach them."

In October, 1881, the water reached a height within an inch of the flood of 1880. The levee at Lewiston again broke on the 4th, and from that time until the 29th no trains were running on the Milwaukee & Portage Branch of the Milwaukee Road. The entrance to Portage

from Caledonia, Fort Winnebago and the plank road was completely obstructed for several weeks.

By the evening of April 23, 1900, the river registered 11.6 at Portage, overflowing the top of the shorter gauge then in use at the Wisconsin River lock. That afternoon, at 4 o'clock, one hundred feet of the First Ward Levee near the old toll gate broke out, flooding the adjacent flats. The strong current setting across the marshes toward the Fox submerged the Madison branch and cut a 300-ft. gap in the main line of the Milwaukee Railroad. Fort Winnebago Lock was partly washed out and had to be rebuilt. Nearly the whole First Ward was



SCENE IN FLOODED DISTRICT, SOUTH FROM KILBOURN

under water. The flood was held at Wisconsin River Lock only by erecting embankments of bags filled with sand.

In the fall of 1900 came another flood, on the 9th of October a new and longer gauge showing 12.5 feet in the Wisconsin at Portage. Trains were again forced to quit on the Portage and Madison line. Levees on the south bank broke, and travel between the city and Caledonia was suspended.

At 6 P. M., June 11, 1905, the Wisconsin rose majestically to a height of 12.6 feet, which remained the record until the flood of 1911. By this time the system especially protective of Portage had been so extended and strengthened that all the levees held except the one near the Barden Place, which let several feet of water onto the Caledonia

low lands. As usual the Madison & Portage Railroad tracks got a bath from the Duck Creek backwater and several trains were held up.

As stated, although the flood of 1911 was of unprecedented height, the levee system proved its worth. Outside of Portage the most uneasiness was felt at Kilbourn City, where the waters reached a terrific volume and battered at the great power dam which is the source of the electrical supply of Milwaukee, Portage, Watertown and Kilbourn itself.

The floods of 1905 and 1911 have fully proven the splendid protective value of the levee system to the people and the institutions of the Fox and Wisconsin valleys, not only fixed in Columbia County, but for miles beyond its borders.

LA CROSSE & MILWAUKEE RAILROAD

Having passed in review the chief features of the Columbia County waterways, natural and artificial, her modern and most important means of communication remain to be described—her iron ways. A glance at her map is all that is required to know that the Chicago, Milwaukee & St. Paul Railroad is her all-important agency for transportation and communication. The father of the system, which covers all except one northern township of the county and its southwestern corner, was the La Crosse & Milwaukee Railroad Company. It was incorporated in 1852, among its organizing commissioners being Hugh McFarlane, one of the proprietors of the village site of Portage. In the following year the Milwaukee & Fond du Lac and the Milwaukee, Fond du Lac & Green Bay railroads were consolidated, and the construction of a line commenced from Milwaukee to Fond du Lac. In 1854 the Milwaukee, Fond du Lac & Green Bay and the La Crosse & Milwaukee were consolidated under the latter name, proceeding with the construction of the road already commenced, but turning the line toward La Crosse.

REACHES POINTS IN COLUMBIA COUNTY

The road was completed to Fox Lake on November 1, 1855, to Portage, March 14, 1857, and to Kilbourn City, in August of the same year. This is the branch which enters Columbia County, via Randolph and Cambria, taking in Pardeeville, and then passing along the northern shores of Swan Lake, to Portage and Lewiston, and thence to Kilbourn City. The entire line was opened to La Crosse in October, 1858.

DEVELOPMENT OF THE CHICAGO, MILWAUKEE & ST. PAUL

In 1863 the Milwaukee & St. Paul Railway Company was formed by New York and Milwaukee capitalists, the corporation having purchased the western division of the La Crosse & Milwaukee line running between Portage and La Crosse. Their articles of agreement also stipulated that they might purchase the Milwaukee & Western (Watertown) Road, from Milwaukee to Columbus. These and other minor lines were absorbed by the vigorous Milwaukee & St. Paul, which, in order to own a through line from Milwaukee to La Crosse, constructed twenty-eight miles of track from Columbus to Portage. That section in Columbia County was opened to travel in September, 1864, its stations beyond Columbus being Fall River, Doylestown, Rio and Wyocena.

In 1872 the Milwaukee & St. Paul Company purchased the Chicago & St. Paul Railroad running from St. Paul to Winona and Crescent, opposite La Crosse, and in the same year the line was completed between Chicago and Milwaukee. Then, in February, 1874, by an act of the Wisconsin Legislature, the name of the company became the Chicago, Milwaukee & St. Paul Railway Company.

In 1856-7 the La Crosse & Milwaukee Company partly graded a track for a railroad between Madison and Portage, but with the collapse of that company the work was abandoned. In 1869 a new company was formed which procured the right-of-way and grade of the old concern. Principally through the efforts of James Campbell and R. B. Sanderson the road was completed. On January 8, 1871, a large delegation of Portage citizens took the first passenger train to Madison over the new line. It was for a time operated by the St. Paul Company under a lease, and in 1878 that company bought the road outright, which now forms the southern division of its system in Columbia county. Poynette and Arlington are its principal stations.

CHICAGO & NORTH WESTERN

The Chicago & North Western Railway passes through the southwestern corner of Columbia County for about seven miles. It was originally a section of the Madison Extension, and still earlier the Baraboo Air Line. It reached Lodi in 1871. Okee is the only other station in the county.

WISCONSIN CENTRAL COMMENCED AT PORTAGE

As early as 1864 Congress granted to the State of Wisconsin various public lands to aid in the construction of a railroad from Southern Wisconsin to Lake Superior, Portage City being named as a possible terminus. After considerable wrangling over the land grant, Portage was actually named, and the Portage & Superior Company came into existence. The board was organized at Portage, June 5, 1866, and the first stake of the road was set in that city, June 15, 1869, after a consolidation of the Winnebago & Superior and the Portage & Superior. In 1871 the name of the company was changed to the Wisconsin Central.

COMPLETION OF LINE (1877)

In 1870 the Portage, Stevens Point & Superior Railroad Company was incorporated, with W. W. Corning, S. A. Pease, A. J. Turner, Robert Cochrane, G. L. Park, J. O. Raymond, Seth Reeves, George A. Neeves and Joseph Wood as directors, for the purpose of building a road on a direct line from Portage to Stevens Point, to connect with the land-grant road. On the 3d of December, of the same year, the company was consolidated with the Portage, Winnebago & Superior Company, and its route was adopted as the line of the land-grant road. The legislature of 1876 gave its consent to the change of route, which was ratified by Act of Congress in the same year. In June of the following year the Wisconsin Central Railroad completed its entire line of 330 miles through the state, much of the way through unbroken forest.

THE M., ST. PAUL & S. STE. MARIE

The stretch of the road which runs north from Portage through the Town of Winnebago is now included in the Minneapolis, St. Paul and Sault Ste. Marie Railroad Company, which absorbed the Wisconsin Central System in 1905.

CHAPTER VIII

COUNTY ORGANIZATION

OLD PORTAGE COUNTY—FIRST CASTING OF BALLOTS—COLUMBIA SET OFF FROM PORTAGE COUNTY—FIRST ANNUAL ELECTION—JAMES T. LEWIS INSISTS ON COLUMBIA—THE COUNTY OFFICERS—SHERIFFS—CLERKS OF CIRCUIT COURT—DISTRICT ATTORNEYS—COUNTY CLERKS—COUNTY TREASURERS—REGISTERS OF DEEDS—CORONERS—COUNTY SURVEYORS—BOARDS OF COUNTY COMMISSIONERS—CHAIRMEN OF COUNTY BOARD OF SUPERVISORS—COUNTY SEAT FIGHTS—TEMPORARY COUNTY BUILDINGS—FIRST STEPS TOWARD PERMANENT COURTHOUSE—THE COURTHOUSE COMPLETED—COUNTY JAIL AND SHERIFF'S RESIDENCE—HOME FOR COUNTY INSANE AND POOR—THE CIRCUIT COURT—PROBATE AND COUNTY COURT.

It is not necessary to go further back into the political history of Columbia County than 1836; that is the logical year, in fact. Rowan, its first permanent settler, established his homestead in 1836, and on the 7th of December of that year the Territorial Legislature set off Portage County from Brown and Crawford. A portion of the present Town of Caledonia remained in old Crawford County, a small slice of Sauk County with "Sauk Prairie" as its nucleus was included in the newly created County of Portage, which also included the western tier of towns in the present Dodge. Otherwise its territory corresponded with the Columbia County of today.

OLD PORTAGE COUNTY

In 1838 Portage County was set off into the Town of Lowe, and the election polls were established at the Indian agency house. But the polls were never opened, for about a week later the boundaries of the county were rearranged and the county seat established at Kentucky City. That town had been platted the year before upon the present site of De Korra, and thus, for a brief period, snatched the county seat

from Winnebago City, on the south side of Swan Lake, where it was established when Portage County was created in 1836. Both were among the paper cities which spring up in every new country to compete for the honor of being the "shire town." Kentucky City has some claims for historical recognition, for it was really the predecessor of the existent Village of De Korra.

In 1841 the Territorial Legislature so enlarged the boundaries of Portage County as to include in its territory the present counties of Columbia, Adams, Juneau, Wood; the eastern portions of Taylor, Price and Iron, and the western portions of Marquette, Portage, Marathon, Lincoln and Langlade. The election precincts of the enlarged county were established at the Franklin House, Portage; Stephen's Mills, at the Big Bull Falls.

Election precincts for the enlarged county were established, but the few settlers neglected to vote, and in 1842 the sheriff of Dane County (to which Portage had been attached for political and judicial purposes) called an election for choosing the officers of Portage County. The time set was the fourth Monday in March.

FIRST CASTING OF BALLOTS

In April, 1842, the voters selected Plover (now a postoffice a few miles from Stevens Point, Portage County) as the county seat, its competitor being Fort Winnebago. At the first meeting of the county commissioners held at Captain Low's "Franklin House," on the 20th of the month, three election precincts were established in the territory comprising Columbia County—Columbus, voting place at Stroud and Dickinson's mills; De Korra, the house of LaFayette Hill, and the Winnebago portage, Captain Low's hotel.

Hon. John Q. Adams made the election returns to the county seat at Plover. About fifty votes were polled in this precinct and one hundred and twenty-five in the county. The day after the election Mr. Adams started with the returns. He went as far as Dickason's (Wyocena) with the Major, the latter on foot and Mr. Adams mounted on a pony. This was Mr. Adams's first experience in the "ride and tie" mode of traveling. One rode a couple of miles or more, tied his horse to a blazed tree and walked along the trail until he was overtaken and passed, and afterward came up with the horse tied and waiting for him. This was not a sociable way of journeying, and often the party overtaken would trot along beside his mounted friend to get a few minutes' chat. One day on the trail satisfied Mr. Adams that it was hardly worth while for him to take a trip of 100 miles to carry the returns of fifty votes.

and handed his papers over to Charles Temple, who was going with the returns of the Winnebago Precinct—a proceeding which would hardly be tolerated in these days, when such strict safeguards are thrown around the ballot box to protect it from tamperers.

COLUMBIA SET OFF FROM PORTAGE COUNTY

On February 3, 1846, the Territorial Legislature set off Columbia County from Portage, and provided for its civil and judicial organization on May 1st following. Its bounds were the same as the present, except the northwestern portion between the Fox and Wisconsin rivers, which was still included in the Indian lands of the Menominees. At the election in April, Solomon Leach, John Q. Adams and John Langdon were elected county commissioners, and on July 16, 1846, Messrs. Leach and Adams met at the house of Major Elbert Dickason at Wyocena and organized the board. Mr. Leach was elected chairman and James C. Carr, clerk. The only business transacted was the formation of eight precincts for the fall election, "without any particular authority," as the chairman afterward declared.

The election precincts are here enumerated, as the "judges of election" include most of the leading citizens of the county in 1846. For the LeRoy Precinct the election was to be held at the house of Oliver Langdon, with Nathan Griffith, James Buoy and Irwin McCall as judges of election; Columbus Precinct, at the house of A. P. Birdsey, Asa Proctor, J. T. Lewis (afterward Wisconsin's War governor), and Jeremiah Drake, judges of election; Dyersburgh Precinct, at the house of Landy Sowards, who, with Jonathan E. Haight and Henry Pellet, were named as judges; Lowville Precinct, at the house of Jacob Low, with William Young, Henry Herring and Stephen Brayton, judges of election; De Korra Precinct, at the house of LaFayette Hill—Joshua W. Rhodes, John Springer and Thomas Swearingen, judges of election; Pleasant Valley Precinct, election at the house of Marston Bartholomew—election judges, Mr. Bartholomew, Aaron Chalfant and J. Maynard; Winnebago Portage Precinct, at the house of Gideon Low, with Henry Merrell, Richard F. Veeder and Daniel D. Robertson as judges; and the Wyocena Precinct, at the house of Elbert Dickason—Charles Spear, Darius Bisbee and Harvey Bush, election judges.

FIRST ANNUAL ELECTION

On the first Monday of September (7th), 1846, the first annual election was held for legislative, county and precinct offices. Whig and

democratic tickets were in the field, and the result of the election was "honors even," as witness: Territorial Council, Mason C. Darling (democrat); House of Representatives, Hugh McFarlane (democrat) and Elisha Morrow (democrat); members of the Constitutional Convention, Jeremiah Drake (whig) and LaFayette Hill (whig); probate judge, Silas Walsworth (whig), who refused to qualify, and James T. Lewis (whig) was appointed in his place; sheriff, Thomas C. Smith (democrat); clerk of board of county commissioners, Nelson Swartout (whig), who resigned in favor of Wayne B. Dyer (whig); treasurer, James C. Carr (whig); collector, John Swarthout (democrat); register of deeds, Elbert Dickason (democrat); surveyor, Albert Toppliff (whig); coroner, Daniel E. Bassett (whig); county commissioners, R. F. Veeder (whig), Nathan Griffin (whig) and John D. McCall (whig).

This election was believed to be void, as it was held under the action of the board of commissioners chosen in April. There was some doubt about the legality of their election, but everybody, including the members themselves, were quite positive that they had no authority to divide the county into election precincts. So in February, 1847, the Legislature legalized the election of the previous September. Consequently Columbia County was fully and firmly organized.

The title of the Menominee Indians having been extinguished, a legislative act was passed in 1849 taking in their former territory between the Fox and Wisconsin Rivers, thus giving the county its present form and area.

JAMES T. LEWIS INSISTS ON "COLUMBIA"

To James T. Lewis is generally accorded the credit of fixing the name of Columbia on the county. But it had a narrow escape from "York." Mr. Lewis, of Columbus, presented a strong petition for "Columbia;" but Wayne B. Dyer, at Otsego, and some of the settlers at Portage, forwarded a somewhat larger petition for "York." The bill, thus christening the county, was about to pass, when Mr. Lewis, with characteristic pertinacity, induced the members to vote for an amendment striking out "York" in favor of "Columbia."

THE COUNTY OFFICERS

The territory thus named and legally organized has been well governed, judicially and civilly, with the following as its principal officials:

SHERIFFS

1847-48—T. Clark Smith	1881-82—J. H. Jurgerson
1849-50—Jacob Low	1883-84—D. G. Williams
1851-52—Alexander McDonald	1885-86—J. W. Leffingwell
1853-54—Perry Lee	1887-88—R. C. Falconer
1855-56—S. C. Higbie *	1889-90—J. R. Nashold
1857-58—Edward F. Lewis	1891-92—P. C. Irvine
1859-60—Benjamin Williams	1893-94—William H. Parry
1861-62—William W. Drake	1895-96—Hugh Hall
1863-64—Nathan Hazen	1897-98—Ole M. Bendixen
1865-66—P. Pool	1899-00—Lewis Leith
1867-68—S. K. Vaughan	1901-02—J. C. MacKenzie
1869-70—O. H. Sorrenson	1903-04—E. P. Ashley
1871-72—P. Pool	1905-07—Don C. French
1873-74—William W. Drake	1908-09—H. H. Hawkos
1875-76—J. O. Prescott	1910-11—J. W. Dalton
1877-78—A. H. Russell	1911-12—Ferdinand Voth
1879-80—Jonas Conklin	1913 —Wm. K. McKenzie

CLERKS OF CIRCUIT COURT

1847-48—Henry Merrell (clerk of District Court)	1872-78—S. M. Smith
1848-50—Josiah Arnold	1879-82—S. S. Lockhart
1851-53—James Delaney, Jr. ¶	1882-86—J. H. Wells
1854 —A. W. Delaney	1887-88—L. E. Greenleaf
1855-56—S. K. Vaughan †	1889-90—Peter Williams
1857-58—S. K. Vaughan	1891-92—Frank M. Shaughnessy
1859-60—A. Morehouse	1893-96—A. S. Crouch
1861-62—A. J. Turner	1897-00—Evan O. Jones
1863-65—H. M. Haskell ‡	1901-06—Clifford H. Crothers
1866 —J. Chancellor (to fill vacancy)	1907-08—Louis B. Morse
1867-71—C. A. Dibble ||	1909-10—A. H. Proctor
	1911 —David D. Owen

* Election contested and office awarded to George Robinson.

¶ Drowned May 31, 1853, and A. W. Delaney appointed to fill vacancy.

† Certificate given to A. W. Delaney, but office given to S. K. Vaughan on a contest.

‡ Resigned and James Chancellor appointed to fill vacancy

|| Resigned and S. M. Smith appointed to fill vacancy December 6, 1871.

DISTRICT ATTORNEYS

1847-48—James T. Lewis	1881-84—H. H. Curtis
1849-50—D. J. M. Loop	1885-86—Thomas Armstrong, Jr.
1851-52—Amasa G. Cook	1887-88—J. S. Maxwell
1853-56—Luther S. Dixon	1889-94—W. S. Stroud
1857-60—Levi W. Barden	1895-98—W. G. Coles *
1861-64—Israel Holmes	1899-06—H. E. Andrews
1865-66—Gerry W. Hazelton	1907-08—Henry A. Gunderson
1867-68—John T. Clark	1909-10—Royal F. Clark
1869-74—Emmons Taylor	1911 —David Bogue
1875-80—J. H. Rogers	

COUNTY CLERKS †

1846 —James C. Carr	1869-74—Ogden A. Southmayd
1847 —Wayne B. Dyer (ap- pointed in place of Nelson Swarthout)	1875-80—L. S. Rolleston
1848 —James C. Carr	1881-86—Wm. B. Smith
1849 —James B. Eaton	1887-90—Chas. C. Dow
1851-54—Alvin B. Alden	1891-92—Frank B. Ernsperger
1855-58—Thomas B. Haslam	1893-96—Richard Pritchard
1859-62—Julius Austin	1897-00—D. R. Marshall
1863-68—Harvey H. Rust	1901-06—Robert J. Hughes
	1907-08—Wm. O. Cordy
	1909 —E. E. Price

COUNTY TREASURERS

1847 —James C. Carr	1867-68—Lewis Low
1848-49—William J. Ensign *	1869-72—Miles T. Alverson
1850-51—Stephen Brayton	1873-76—Oliver H. Sorrenson
1852-54—Harrison S. Haskell	1877-80—Henry Neef
1855 —Horace Rust †	1881-88—C. A. Colonius
1857-60—George Ege	1889-92—J. A. Johnson
1861-66—Ll. Breese	1893-96—James R. Hastie

* Died and W. S. Stroud appointed to fill vacancy.

† Title of this office was first "Clerk of the Board of County Commissioners;" changed to "Clerk of the Board of Supervisors;" in 1848 and to "County Clerk" in 1871.

Stephen Brayton was elected in 1849, but Mr. Ensign claimed to hold over. He filed his resignation December 10, 1850, and the board appointed Isaiah Robinson to fill the vacancy. The contest was decided in favor of Mr. Brayton.

† Office contested and awarded to M. M. Ege.

COUNTY TREASURERS—*continued*

1897-00—Byron Kinnear	1909-12—John Luck
1901-06—Thomas V. Dunn	1913 —William J. Dunn
1907-08—Julius F. Kluender	

REGISTERS OF DEEDS

1847 —Elbert Dickason	1877-80—George Yule
1849 —A. A. Brayton	1881-84—Z. J. D. Swift
1849-50—F. F. Farnham	1885-86—H. H. Tongen, Jr. †
1851-52—Josiah Arnold	1887-90—John W. Brown
1853-56—William Owen	1890-94—John H. Dooley
1857-58—D. F. Newcomb	1895-98—Arthur A. Porter
1859-62—James Chancellor *	1899-02—Ole Johnson
1863-66—Abner H. Smead	1902-08—C. H. Smith
1867-74—Thomas Yule	1909-10—L. E. Nashold
1875-76—Joseph Schaeffer	1911 —G. W. Morrison

CORONERS

1847-50—Daniel E. Bassett	1877-78—William Snoad
1851-54—Isaac Smith	1879-80—Z. J. D. Swift
1855-56—Erastus Cook	1881-84—Geo. W. Marsh
1857-58—H. S. Haskell	1885-88—B. M. Allen
1859-62—Geo. W. Marsh	1889-90—N. J. Currier
1863-64—Marcus Barden	1891-92—John Collins, Jr.
1865-66—Carl Schneider	1893-01—B. M. Allen
1867-68—O. H. Sorrenson	1901-09—Wm. G. Bunker
1869-70—Charles Earley	1910-12—Frank Heidt
1871-76—Z. J. D. Swift	1913 —Charles E. McSorley

COUNTY SURVEYORS

1847-48—A. Topliff	1855-56—George M. Bartholomew
1849-50—N. P. Foster	1857-60—A. Topliff
1851-52—A. Topliff	1861-62—Rensler Cronk ‡
1853-54—John Thomas	1863-66—A. Topliff

* Office declared vacant in November, 1862, by reason of Mr. Chancellor's absence from state and A. H. Smead appointed to fill vacancy.

† Mr. Tongen died in February, 1886, and Z. J. D. Swift appointed to fill vacancy.

‡ Killed in battle and Alfred Topliff appointed July 26, 1862, to fill vacancy.

COUNTY SURVEYORS—*continued*

1867-68—Jonathan Whitney	1879-80—Henry Meriton
1869-70—E. Corning	1881-82—E. Corning
1870 —H. Meriton †	1883-90—C. E. Corning
1871-72—F. A. Brown	1891-92—E. Corning
1873-74—G. M. Bartholomew	1893-98—Charles E. Corning
1875-76—Henry Meriton	1909-10—Frank S. Clark
1877-78—G. M. Bartholomew	1911 —Charles E. Corning

BOARD OF COUNTY COMMISSIONERS

While the county was under the territorial form of government its affairs were administered by a board of county commissioners. The boards were constituted as follows:

1846—Solomon Leach, John Q. Adams, John Langdon *
1847—R. F. Veeder, Nathan Griffin, J. D. McCall
1848—John Q. Adams, J. J. Guppy, G. M. Bartholomew
1849—James C. Carr, LaFayette Hill, John O. Jones

CHAIRMEN OF COUNTY BOARD OF SUPERVISORS

1849—Alfred A. Brayton	1865—W. W. Drake, Marcus Bar-
1850—Jeremiah Drake	den, Geo. M. Bartholomew
1851-52—Joseph Kerr	1866—W. W. Drake, Marcus Bar-
1853—Jesse Van Ness	den, Edward F. Lewis
1854—F. C. Curtis	1867—Marcus Barden, W. W.
1855—M. W. Patton	Drake, Edward F. Lewis
1856—F. C. Curtis	1868—Edward F. Lewis, Marcus
1857—Peter Van Ness	Barden, W. W. Drake
1858-59—J. C. Carr	1869—W. W. Drake, G. M. Barth-
1860-61—W. N. Baker	olomew, John Meredith
‡ 1862—Levi W. Barden, Charles	1870—Geo. M. Bartholomew, John
L. Brown, Marcus Barden	Meredith, Ira H. Ford
1863—Levi W. Barden, Marcus	1870—A. J. Turner ¶
Barden, Charles L. Brown	1871—W. M. Griswold
1864—W. W. Drake, Marcus Bar-	1872-76—A. J. Turner
den, Geo. M. Bartholomew	1877-79—J. R. Decker

† In place of E. Corning resigned.

* Mr. Langdon failed to qualify.

‡ The board of supervisors was constituted from 1862 to 1870 of three members only.

¶ From June of that year.

CHAIRMEN OF COUNTY BOARD OF SUPERVISORS—*continued*

1880-81—M. T. Alverson	1898-99—H. J. Fisk
1882-83—Addison Eaton	1900-02—John Scott
1884-85—J. R. Decker	1903-04—W. C. Leitsch
1886 —Lester Woodard	1905-06—B. L. Tift
1887-89—J. H. Rogers	1907-08—W. R. Chipman
1890 —James B. Taylor	1909-10—J. T. Henton
1891-92—R. N. McConochie	1911-12—R. E. York
1893-95—Mic Adams	1913 —G. S. Lashier
1896-97—Salmon Brown	

COUNTY SEAT FIGHTS

Like every county recorded in history, Columbia had its exciting and indecisive county seat fights. At the April election of 1846, following its birth in February, the voters endeavored to select a county seat, but as six rivals were in the field none had a majority. Columbus received 97 votes, Winnebago Portage 49, and Duck Creek (Wyocena) 47, with the others trailing in this way: De Korra, 33; Dyer's (Otsego) 10, and Van Duer (Bendure's) 3. As there was no choice and Wyocena was the most convenient point of assemblage for the majority of the voters in the county, an act was passed at the 1847 session of the Legislature declaring the county seat temporarily located there, and providing for a vote on the question at each annual election until some place should receive a majority.

THE DECISIVE VOTE (1851)

Then, in 1848, an act was passed providing that the county seat of justice should be at Columbus for a term of five years. So that Wyocena and Columbus were temporary county seats until April, 1851, when the permanent location was decided by popular vote in favor of Fort Winnebago. The legislative act under which the election was held provided that if the latter should not receive a majority of the votes cast the county seat should be permanently established at Wyocena. This move was therefore considered as settling the fight between the chief rivals forever; and from present appearances it is not likely that the popular decision then made will be reversed.

The vote "for" or "against" Fort Winnebago was as follows:

	Yes.	No.
Portage Prairie	20	43
Springvale	1	82
Wyocena	1	182
De Korra	90	22
Otsego	2	79
Fountain Prairie .....	...	95
Columbus	119	50
Hampden	36	35
Kossuth	47	37
West Point	32	7
Lodi	41	6
Fort Winnebago	441	9
Port Hope	32	7
Marcellon	92	3
Scott	17	57
Randolph	69	32
Lowville	11	57
	<hr/> 1,096	<hr/> 796

TEMPORARY COUNTY BUILDINGS

After it had been definitely decided that Portage was to be the permanent seat of justice, a deed was made to the county by Webb & Bronson, owners of the village site, conveying Block 180 (now occupied by the county jail and sheriff's residence) for a courthouse and any other buildings which might be necessary in the transaction of official business and judicial procedures. But some years were to elapse before the county was to have its own official home.

The county records were moved from Columbus to Portage in 1851, and until 1856 the officials occupied the upper part of Lemuel Berry's store on the east side of the canal. It stood on the northeast corner of Cook and Pleasant streets and was afterward bought by the city to house its fire apparatus. From the Berry store the county officers moved their records to Vandercreek's building, where all remained until the completion of the present courthouse in the fall of 1865.

FIRST STEPS TOWARD PERMANENT COURTHOUSE

In 1861 the Board of Supervisors officially brought up the courthouse matter by appointing a committee to report upon the general

subject of county buildings. The members consisted of Hugh Jamieson, G. H. Osborn and E. H. Wood, who made their report in November, showing that the county was paying a rental of \$1,400 per annum for its official accommodations and recommending that a sum not to exceed \$12,000 be expended in permanent buildings. The report was laid on the table, and the subject rested for two years.

In 1863, after the county board had been reduced to three members, the subject was resuscitated. At the historic meeting in which it came up, never to be again buried, two supervisors were present—L. W. Barden and Charles L. Brown—and the deputy clerk of the board, A. J. Turner, who tells the story of the birth of the present courthouse: "The business of the board having been about completed, the writer of this, who was acting as deputy clerk of the board, motioned Judge Barden aside and suggested to him that the question of county buildings ought to be presented to the board. He laughingly replied that he didn't think it would be of any use to do so, but it might be well enough to agitate it. Returning to the board, I drew the following resolution, which Mr. Barden submitted:

"Resolved, That the sum of eight thousand dollars be levied and raised in the same manner that other county taxes are raised, for the purpose of building a courthouse, and that the same be paid over to the county treasurer, and held by him, subject to the order of the Board of Supervisors, for the purpose aforesaid."

"The question was put on its adoption and Supervisor Brown voted aye; Supervisor Barden remained silent and the chairman declared the resolution adopted, and it was so minuted in the journal.

"The next day, December 9th, the last act of the board before adjourning, was the adoption of the following resolution, which was presented by Supervisor Brown:

"Resolved, That L. W. Barden, chairman of the Board of Supervisors, be and is hereby instructed to procure plans and specifications for a courthouse, and receive proposals for a site for the same, which shall be submitted to the board at its next meeting."

"Such were the initial steps taken for the erection of the courthouse which Columbia County possesses, accomplished by a single vote."

THE COURTHOUSE COMPLETED

The initiatory steps toward building were taken soon afterward, and in February, 1864, a contract was let to Carnegie & Prescott for building a courthouse to cost \$17,830. The site was presented by the citizens of Portage. Work was commenced in the spring of that year and the

building was completed in the fall of 1865, at the contract price. With the sidewalks, iron fence (since removed), grading, trees and other improvements, the county expended about \$26,000 on the courthouse property. At the time of its erection the Columbia County Courthouse was considered a fine building for the purpose and, with steam heating, modern lighting and sanitary arrangements, as well as thorough interior reconstruction, it is still convenient but not fully adequate to the requirements of the county. After Brown County, to which Columbia was attached so long, it was, in 1865, the only courthouse of any pretensions in the state. Surmounted by a well-proportioned dome and a large (colossal, it was then called) statue of Justice, this two-story building of cream colored brick was a commendable pride to the county seat.



COURTHOUSE, SHORTLY AFTER ITS ERECTION

In 1895 a small fireproof building was erected on the courthouse square for the protection of the invaluable papers and records in care of the register of deeds.

COUNTY JAIL AND SHERIFF'S RESIDENCE

The county jail and sheriff's residence are about half a mile from the courthouse, standing on the block donated by Webb & Bronson for county purposes. A jail was first erected in 1851 by H. McNeil. It was a two-story stone building with cells in the upper part and the sheriff's dwelling in the lower. The building was destroyed by fire in

1864, and in the following year Carnagie & Prescott, the courthouse contractors, completed a substantial stone jail, its "parade grounds" surrounded by a high brick wall, and a sheriff's residence fronting it, consisting of a well-arranged two-story brick structure. But even these quarters were outgrown, and in 1887 a new jail and sheriff's residence were erected at a cost of over seventeen thousand dollars. Both the buildings and surrounding grounds have been well maintained.

HOME FOR COUNTY INSANE AND POOR

The County Insane Asylum and Poor Home at Wyocena are housed in a substantial two-story brick structure, with wings, and a large separate wooden building. The buildings set well back from the street in the center of an 8-acre tract. A short distance north of the village is a 40-acre farm, so that the able-bodied inmates of the home are furnished healthful employment as well as contribute to the maintenance of the institution.

Prior to 1858 the care of the poor of Columbia County was vested in the towns, whose officers provided homes for all the unfortunates within their jurisdiction, the maintenance of the poverty-stricken being paid out of a town fund set aside for that purpose.

On November 3d of the year mentioned the County Board of Supervisors voted to abolish the town system, and measures were taken to establish a county institution. Daniel White, John Q. Adams and H. W. Roblier were appointed superintendents of the poor, and \$1,500 was appropriated to aid them in their duties. The old Exchange Hotel, with one acre of land, was purchased, and on December 30, 1858, it was opened for the care of the county poor and insane. Brick additions were made in 1867 and 1878. In 1872 there were twenty-six inmates of the home, of whom eleven were insane, and the cost of caring for them was over four thousand dollars, including the \$400 salary of Hugh Hill, the overseer, and \$200 paid other help. The number of inmates in 1879 was ninety-eight, of whom sixteen were insane.

INSANE ASYLUM ERECTED

The proportion of insane patients had gradually increased so that by the early '80s it was evident that some special provision must be made for them. In 1882, therefore, the east wing of the present insane asylum was completed. This is now the male ward, but for ten years served as sleeping apartments for both men and women. In 1892 the

administration building and the west wing were completed, and the entire structure is solid and attractive.

On the 3rd of November, 1858, the County Board of Supervisors voted to abolish the town system of caring for its poor. At the same session Daniel White, John Quincy Adams and H. W. Roblier were appointed superintendents. The Old Exchange Hotel, together with one acre of land in the village of Wyocena, was purchased and the home for Columbia county's poor was established. In 1878 a two-story brick structure was erected and used for quarters for the insane. In 1885 the present fine County Insane Asylum was erected and additional buildings have been erected and many valuable improvements made. The first



COUNTY ASYLUM AND POOR HOME, WYOCENA

superintendents were Daniel White, H. W. Roblier, John Quincy Adams. Mr. White was succeeded by Geo. Wall of Portage, he by W. W. Corning and he by John Graham, he by H. L. Bellinghansen. Mr. Roblier was succeeded by Alan Bogue of Arlington, Mr. Adams was succeeded by E. E. Jones, he by J. A. Ehrhart and he by E. W. Richards. So that the present board is Alan Bogue, E. W. Richards and H. L. Bellinghansen.

The Board which was long in existence and to whom the county is greatly indebted in the care and management of its poor and insane was John Quincy Adams of Columbus, who served forty-five years; John Graham of Portage, who served thirty-one years, and Alan Bogue of Poynette, who is serving his 30th year. Under their management the

institution became one of the first in the state, and upon their recommendation many broad acres were added to the original one acre farm. The overseers and matrons who have been in charge of the institution are Mr. and Mrs. S. M. Muggleton, Mr. and Mrs. B. Miller, Mr. and Mrs. S. C. Cushman.

The 124 inmates of the asylum and the 86 who are in the home are faithfully cared for by the superintendent, S. C. Cushman and his wife, the matron, with efficient and adequate help. The trustees are Alan Bogue, president of the board; E. W. Richards, vice president, and H. L. Bellinghausen, secretary. The attending physician is Dr. A. V. de Neveu. There is about three thousand dollars in the treasury, the farm having largely contributed to the good financial condition of the institution. The live stock includes fifty Holsteins and over ninety swine, with a fair assortment of chickens. Good crops of corn, oats, hay and cloverseed are raised, as well as all kinds of vegetables, and quite a neat sum is realized by the sale of eggs and dressed beef, pork, chickens and ducks, although the local consumption is considerable.

The state is generous in contributing to the maintenance of the asylum. The Legislature has lately increased its weekly allowance per inmate from \$1.50 to \$1.75 for those resident in the county, and from \$3.00 to \$3.50 for foreign patients. The increase of late years in the weekly cost per capita is more attributable to the better treatment of the insane than to the rise in the cost of living; in 1903 this weekly cost for the Columbia County asylum was \$1.35, and in 1912, \$2.46.

THE CIRCUIT COURT

Under the territorial form of government, from 1836 to 1848, Columbia County was at various periods in the First, Second and Third Judicial districts. But it made little difference, practically, whether it fell in one judicial jurisdiction or another until well along in the '40s, when the population of the county was about 2,000 and the three hundred or more mature males felt that they were entitled to a local "sitting."

It was after the organization of Columbia County that the first session of court was held within its limits. It was then in the Second Judicial District and sittings began August 30, 1847, with David Irvin on the bench. The court was held at Fort Winnebago, in a store attached to the Franklin House kept by Captain Low. The names of the first grand jury empaneled were Morell Stroud, Jerome B. Fargo, LaFayette Hill, Edward J. Smith, John Converse, Benjamin F. Stanton, Isaac B. Hancock, Jonathan E. Haight, Perry Griffith, Chauncey Spear, Samuel

Gibson, Joseph Edwards, Albert Pease, Horace Dodge, Enos Grant, F. K. Haskins, Job W. Perry, W. B. Dyer and William W. Drake.

On the first day of the session Owen Powderly was naturalized. The first case on the docket was Lorenzo Bevans vs. Andrew Dunn, in assumpsit, which was continued, and the next was of a similar nature (Youngs Allen vs. Miami York), in which the plaintiff recovered, by default of the defendant, \$64.73.

When Wisconsin became a state in 1848 it was divided into five judicial circuits, Columbia County being included in the Third. In 1855 it was attached to the Ninth, where it remained until 1906, since which it has been in the Eighteenth. The first term of the Circuit Court for Columbia County commenced May 21, 1849, Chief Justice Stow presiding. The first case tried was John Converse vs. Martin Hoffman, in error from a justice's court; judgment affirmed. The grand jury was as follows: John Hasey, Thomas D. Wallace, Cornwall Esmond, Isaac Requa, William G. Simons, Benjamin A. Hagamen, Sylvanus Langdon, Dearborn Taylor, Linus Blair, Martin Porter, Hugh McFarlane, John Q. Adams, Lucius Warner, Thomas Swarthout, Ascar F. Hamilton, Benjamin Sage, Cyrus Smith, Joseph Farrington, Edward J. Smith and Israel Sales.

Among the best known judges who presided over the old Ninth Circuit were Alexander L. Collins, Luther S. Dixon, Harlow S. Orton, Alva Stewart, Robert G. Seibecker and E. Ray Stevens. Chester A. Fowler was elected the first judge of the Eighteenth Circuit and still occupies the bench.

PROBATE AND COUNTY COURT

Until January 1, 1850, the court having jurisdiction over the settlement of estates of deceased persons and of the appointment of guardians to minors, spendthrifts, idiots and insane persons, was called the Probate Court. After that date it was called the County Court.

The probate and county judges who have served Columbia are as follows:

1847 —Silas Walsworth *	1865-80—Joshua J. Guppy
1847-48—James T. Lewis	1881-92—Levi W. Barden
1849 —Moses R. Cobb†	1893-98—J. B. Taylor ‡
1850-56—Joshua J. Guppy	1898-1910—W. S. Stroud
1857-60—Guy C. Prentiss	1910 —Alonzo F. Kellogg
1861-64—John T. Clark	(Now six-year term)

* Refused to qualify and James T. Lewis appointed.

† Resigned and Joshua J. Guppy appointed September 29, 1849, to fill vacancy.

‡ Died September 25, 1898, and W. S. Stroud appointed to fill vacancy.

CHAPTER IX

MISCELLANEOUS COUNTY MATTERS

HOUSEHOLD POPULATION (1846)—POPULATION IN 1847—FIGURES BY DECADES (1850-1910)—REAL ESTATE AND PERSONAL PROPERTY (1875)—AGRICULTURAL INTERESTS—CONDITIONS THIRTY YEARS AGO—CONDITIONS OF THE PRESENT—A SPLENDID DAIRY COUNTY—CREAMERIES IN COLUMBIA COUNTY—CHEESE FACTORIES—LIVE STOCK—COUNTY AGRICULTURAL SOCIETY—FISH FAIR AND SECRETARY'S REPORT—COLUMBIA COUNTY FAIR ASSOCIATION—CURLING IN COLUMBIA COUNTY

There are some miscellaneous matters, chiefly statistical, which cannot be well grouped, but which are necessary to be presented in order to get a general view of the county before proceeding to develop classified topics and the histories of the towns, cities and villages.

HOUSEHOLD POPULATION (1846)

The first census in the county was taken in June, 1846, by Hugh McFarlane, assisted by William Donaghue. The names of the householders only were taken, with the number of inmates of each household. The county was divided between the two so that McFarlane took as his territory what are now the towns of Fountain Prairie, Otsego, Lowville, De Korra, Lodi, Arlington, Leeds, Hampden and Columbus, with the city of Columbus; also the south half of Caledonia and one tier of sections off the east side of West Point. In this area he found 1,269 persons—705 white males and 564 white females, the largest households being those headed by S. Brayton (12), Henry Botman (12), Nels Olson (12), Christopher Hughes (12), James Wilson (11), Nehemiah Alten (10), James McCloud (10), Benjamin Sage (9), S. W. Herring (9), William Randall (9), Thomas Robertson (9), Jacob Dickenson (9), and W. B. Dyer, Calvin Martin, Jacob Low, Tossen Parr, Tess Pearson, Sjur

Sturken, George Bradley, Elisha Town and Asa Proctor, each with a family circle of (8).

Donaghue's territory included what are now the towns of Courtland, Springvale, Wyocena, Pacific, the north half of Caledonia and all of Lewiston except three tiers of sections off its west side, Fort Winnebago and the City of Portage, and Marcellon, Scott and Randolph. In this division were 700 persons—438 white males, 261 white females and 1 male negro. The largest households were those of Hugh McFarlane (30), H. Carpenter (24), William Jones (13), Job W. Perry (13), Benjamin Dodge (11), Ephraim Blood (11), Nathan Griffin (9), John Hagadore (8), Elbert Dickason (9), Samuel McConochie (10), Aaron Powell (10), Gideon Low (9), M. W. Patton (8), Powell Stein (8), John Converse (8), and Richard F. Veeder (8).

The total population of the county in June, 1846, was therefore 1,969—1,143 white males and 825 white females, one gentleman of black color, and several hundred Winnebagoes.

POPULATION IN 1847

The census of the county was taken the second time in June, 1847. James T. Lewis was the chief enumerator and had five assistants. The increase in population was quite surprising, assuming that the enumerations of both years were substantially correct. The count was taken by precincts and resulted as follows:

Precinct—	White Males.	White Females.	Colored Males.	Total.
Columbus	514	435	.....	949
De Korra	104	97	.....	201
Wyocena	253	222	.....	475
LeRoy	515	464	1	980
Dyersburg	238	228	.....	466
Winnebago Portage	102	61	1	164
Pleasant Valley	110	93	.....	203
Lowville	190	163	.....	353
Total	2,026	1,763	2	3,791

FIGURES BY DECADES (1850-1910)

There was a gradual increase of population up to the period of the Civil war, and for more than thirty years thereafter it remained almost

stationary. It was 9,565 in 1850; 24,441 in 1860; 28,802 in 1870; 28,065 in 1880, and 28,810 in 1890.

The numerations made by the United States census takers for the years ending the last three decades indicate the following:

DIVISIONS—	1910	1900	1890
Arlington, town	816	794	828
Caledonia, town	1,087	1,188	1,336
Cambria, village	657	561	524
Columbus, city	2,523	2,349	1,977
Ward 1	1,020	.....	.....
Ward 2	712	.....	.....
Ward 3	791	.....	.....
Columbus, town	760	744	800
Courtland, town	886	820	815
De Korra, town	842	908	869
Doylestown, village	259	.....	.....
Fall River, village	360	.....	.....
Fort Winnebago, town	626	665	646
Fountain Prairie, town	990	1,409	1,315
Hampden, town	800	887	816
Kilbourn City, village	1,170	1,134	961
Leeds, town	1,055	1,214	1,171
Lewiston, town	799	901	936
Lodi, town	716	750	639
Lodi, village	1,044	1,068	736
Lowville, town	758	784	733
Marcellon, town	853	882	845
Newport, town	534	585	487
Otsego, town	866	1,226	1,127
Pacific, town	281	289	255
Pardeeville, village	987	788	.....
Portage, city	5,440	5,459	5,143
Ward 1	580	.....	.....
Ward 2	1,068	.....	.....
Ward 3	848	.....	.....
Ward 4	1,357	.....	.....
Ward 5	1,587	.....	.....
Poynette, village	656	633	517
Randolph, town	1,087	951	880
Randolph, village (west ward).....	248	190	79

Total for Randolph, village, in Co-			
lumbia and Dodge Counties.....	937	738	405
Rio, village	704	479	339
Scott, town	796	811	824
Springvale, town	735	751	703
West Point, town	663	743	701
Wyocena, town	706	1,158	1,303
Wyocena, village	425	.....	.....
Totals	31,129	31,121	28,350

REAL ESTATE AND PERSONAL PROPERTY (1875)

There has been a steady increase in the value of real estate and personal property held by the citizens of Columbia County. In 1875, after they had had a decade to recover from the demoralizing effects of the Civil war the county board assessed both classes of property as follows:

Arlington	\$ 527,607	Marcellon	\$ 208,376
Caledonia	314,989	Newport	239,687
Columbus (town)	508,640	Otsego	396,696
Columbus (city)	758,974	Pacific	54,872
Courtland	499,226	Portage	886,555
De Korra	264,695	Randolph	472,565
Fort Winnebago	169,300	Scott	289,457
Fountain Prairie	414,934	Springvale	323,072
Hampden	508,699	West Point	332,247
Leeds	495,774	Wyocena	250,434
Lewiston	139,039	W. W. Vil. Randolph...	24,380
Lodi	435,641		
Lowville	350,325	Total	\$8,866,184

THE FIGURES FOR 1913

In 1913, when the figures were compiled by the assessor of incomes of Columbia County, this total had increased to nearly \$14,000,000. To understand the table, arranged alphabetically, first according to towns, and secondly according to cities and villages, it is necessary to quote the following explanatory words from the assessor's report:

"The figures on both real and personal property are based upon sale value; meaning not a forced sale, but rather such sales as are made in the ordinary course of business transactions. The real estate valuations are

based entirely upon figures made by the Wisconsin Tax Commission from sales of real estate in this county.

"The valuation in each town is computed each year by comparing the assessed value of lands sold during that year with its sale value. Only such sales are used as represent the true value of the real estate, all sales in which a trade is involved, in which personal property is included, forced sales, and sales between relatives, are eliminated.

"The ratio between the assessed value and sales value is then applied to the total real estate assessment for that year and the result is the 'annual true value.'

"The average of the last five 'annual true values' is the figures here used. It is believed that this method is nearer correct and nearer fair as between districts than any other method.

"Any variations which may arise from abnormally high or low sales in any year are largely eradicated by the five year average and I have not felt that I could vary or change these figures in any way without substituting my own ideas for the facts. The personal property valuations were made by actual inspection of the personal property of a number of taxpayers in each assessment district; by then comparing what I considered to be the true value of this personal property with its assessed value and then raising or lowering the assessed value of all property of the district by the same ratio as the true value of the inspected property bore to its assessed value."

Assessment Districts.	Total Real Estate		Total Real and Personal Property	
	Assessment.	True Value.	Assessment.	True Value.
Arlington	\$ 2,035,135	\$ 2,021,420	\$ 2,296,065	\$ 2,300,675
Caledonia	1,408,360	1,875,320	1,602,021	2,126,416
Columbus	1,773,400	2,094,200	1,973,616	2,301,215
Courtland	1,224,775	1,703,260	1,395,852	1,909,860
De Korra	1,115,191	1,251,220	1,236,898	1,398,823
Fort Winnebago	483,375	771,322	549,547	866,823
Fountain Prairie	1,288,520	1,774,900	1,468,173	1,979,178
Hampden	1,659,480	2,026,680	1,889,624	2,259,984
Leeds	2,071,401	2,191,760	2,281,358	2,423,651
Lewiston	496,030	886,188	608,600	1,029,878
Lodi, town	915,311	1,173,080	1,025,388	1,300,995
Lowville	1,396,665	1,544,340	1,541,673	1,703,200
Marcellon	809,090	977,398	927,481	1,105,653
Newport	495,025	587,078	592,115	689,664

Assessment Districts.	Total Real Estate		Total Real and Personal Property	
	Assessment.	True Value.	Assessment.	True Value.
Otsego	\$1,326,412	\$1,357,600	\$1,469,007	\$1,511,373
Pacific	282,300	350,956	324,294	401,810
Randolph, town	1,413,698	1,996,560	1,660,268	2,250,976
Scott	943,615	1,102,740	1,084,974	1,259,708
Springvale	1,055,640	1,331,020	1,211,780	1,489,978
West Point	874,900	1,269,840	1,047,381	1,469,514
Wyocena	720,960	932,683	829,437	1,055,612
Cambria, village	331,460	405,188	418,030	509,097
Columbus, city	2,040,685	2,342,480	2,649,405	3,011,820
Doylestown	214,010	218,850	264,658	268,621
Fall River	198,420	244,558	271,776	327,351
Kilbourn	728,000	959,500	1,516,420	1,937,926
Lodi	736,925	861,592	918,219	1,074,879
Pardeeville	440,823	589,004	540,087	716,763
Portage, city	3,140,674	3,166,540	4,169,149	4,387,431
Poynette, village	391,100	445,852	478,065	532,244
Randolph, west ward...	192,150	227,472	241,820	281,553
Rio, village	470,735	547,220	630,550	706,110
Wyocena, village	98,392	124,559	142,453	170,493

Total for cities and

and villages\$ 8,983,374 \$10,132,815 \$12,240,632 \$13,924,288

Total for towns.... 23,789,283 29,219,565 27,015,552 32,834,986

Total of county.... 32,772,657 39,352,380 39,256,184 46,759,274

AGRICULTURAL INTERESTS

The settlers of Columbia County have always been largely engaged in agricultural and pastoral pursuits, and of late years their dairy industries have assumed the greater importance. This fact is fully realized when figures of more than thirty years ago are compared with those of 1914, which have just (April) become accessible. In 1879, for instance, there were over sixty-nine thousand acres of wheat grown in the county, fairly well distributed between the towns, and in 1914 less than two thousand. Even in the former year the yield of wheat was deteriorating, the new Northwest beyond the Mississippi rising rapidly into prominence as the coming granary.

CONDITIONS THIRTY YEARS AGO

As stated by an observer of thirty years ago: "The early settlement of Columbia County was made by a robust, thrifty, industrious and frugal class of men and women, in their youth and physical prime of

life, full of energy and days' work. They found a rich soil, like themselves, new and young and full of fertility, yielding readily to the will and wishes of the earnest and ambitious toiler who owned and cultivated it, and rewarding his efforts with abundant harvests. The land yielded so abundantly and persistently that the opinion prevailed for many years that the grain-producing qualities of the soil were inexhaustible; hence the straw was burned to get it out of the way and the manure was permitted to go to waste. Crop after crop was taken from the soil, and nothing returned in exchange therefor to preserve its fertility until the crops became less and less; so that now lands which at one time would yield with reasonable certainty 30 to 40 bushels of wheat to the acre cannot be depended upon to yield 10 or 15."

CONDITIONS OF THE PRESENT

With the increase in agricultural population, corn and oats have both increased in acreage and yield, but not in the proportion they would have done had not so large a portion of the rural settlers devoted themselves to the dairy industries. Rye, potatoes and beans are also plentiful crops in Columbia County. As thirty years ago, the banner corn towns are Arlington, Caledonia, Leeds, Randolph, West Point, Scott, Lowville and Hampden, or, generally speaking, the southwestern and northeastern portions of the county. The same may be said of the oats area, although Courtland and Fountain Prairie are productive districts and therefore extend the eastern belt of that crop a little further to the south. Leeds, Arlington, Randolph, Courtland and Hampden are good barley sections, and De Korra and Marcellon run to rye. Potatoes are readily raised in Newport and Lewiston townships, or the northwestern part of the county, and Lowville is the largest of the bean towns.

Over thirty-seven thousand acres of the county are grass lands, against nearly thirty-six thousand in 1879, the Township of Leeds being head and shoulders above other sections in the production of that crop. One is not surprised, of course, to see a shrinkage in the area of growing timber during this period of thirty-four years. In 1879 over fifty-eight thousand acres were standing in Columbia County; in 1913, or 1914, 40,553. The largest areas of timber are now in Caledonia (7,215 acres), De Korra (4,312) and Marcellon (3,310).

Some years ago quite an excitement was abroad in the county over the prospects of tobacco as a profitable crop, but the fever has abated. Not quite twelve hundred acres are now devoted to the cultivation of the weed, of which Hampden has 301, Otsego 193, Lowville 188, Arlington 161 and Lodi 145; and these lead all the others.

The actual production of farm products during the year 1913 was: Corn 1,808,293 bushels, oats 1,612,007 bushels, potatoes 678,445 bushels, barley 407,615 bushels, rye 189,725 bushels, tobacco 1,881,450 pounds and hay 35,943 tons.

Columbia County, in the earlier times, was considered quite an apple-bearing country, but most of the old orchards have been abandoned and other parts of the country are so much better adapted to the raising of that fruit that it is seldom that new trees are set out. The result is that there are now only about thirty-six thousand growing apple trees in the county, as compared with 61,000 in 1879.

A SPLENDID DAIRY COUNTY

A different story is told when a comparison is made between the milch cows of the earlier period and the present. In 1879 Columbia



A DAIRY HERD IN COLUMBIA COUNTY

County had 11,727 animals of inferior grade, valued at \$171,695, while the creameries were all home affairs and cheese factories were virtually unknown. Now there are 21,473 milch cows, many of them as fine as any in the country, valued at \$805,549. Of this number 4,179 supply the 16 cheese factories with the raw product and 15,300 contribute to the creameries. There is no class of industries in Columbia County which exceeds in importance those connected with the establishments mentioned, and we are therefore pleased to present to the readers of this history the latest obtainable details regarding them.

CREAMERIES IN COLUMBIA COUNTY

Towns, Etc.	No.	Value	No. Patrons	No. Cows	Pounds, Milk	Pounds, Butter	Money Received
Columbus, tw'n.	1	\$2,500	100	900	462,000	100,000	\$33,000.00
Ft. Winnebago	1	3,400	97	800	1,418,712	73,032	20,215.18
Fount'n Prairie	2	3,500	126	1,290	1,710,982	174,394	51,722.26
Lowville	1	2,000	225	900	482,720	160,923	45,058.44
Marcellon	1	3,000	80	400		60,000	17,601.24
West Point	1	950	80	800		78,641	22,530.20
Cambria *	1	3,000	100	600		180,000	50,400.00
Doylestown *	1	4,150	318	2,500	1,021,245	255,001	72,400.28
Kilbourn City *	1	3,800	125	750		120,000	32,000.00
Lodi *	1	4,000	200	2,000		318,844	96,732.50
Poynette *	1	1,300	145	1,000		108,121	29,105.00
Wyocena *	1	2,500	156	1,100	306,469	106,614	33,450.70
Columbus City, 2d W.	1	3,000	115	1,000		106,000	28,600.00
Portage City, 2d W.	1	1,500	210	1,260	530,000	201,688	59,912.52
Total	15	\$38,600	2,077	15,300	5,932,128	2,043,258	\$590,728.32

CHEESE FACTORIES

Towns, Etc.	No.	Value	No. Patrons	No. Cows	Pounds, Milk	Pounds, Cheese	Money Received
Arlington	1	\$ 1,000	15	250	400,000	40,000	\$ 4,800.00
Caledonia	1	1,500	27	315	1,638,056	169,500	22,088.58
Columbus, town.	1	2,500	20	200	594,299	55,778	8,599.28
Courtland	3	5,000	45	700	2,715,502	275,694	37,851.34
Fountain Prairie	2	1,900	51	500	1,351,496	133,942	19,720.00
Randolph †	3	3,600	82	955	4,288,117	441,700	65,685.00
Scott	4	4,400	98	875	3,497,890	352,755	53,357.97
Fall River, village	1	350	32	384	4,000,000	40,000	8,000.00
Total	16	\$20,250	370	4,179	14,885,360	1,509,369	\$220,102.17

* Village.

† Randolph leads the towns as a cheese producer, her brick cheese being widely and favorably known. As is seen by the table Scott is her closest competitor. Courtland is next, making northeastern Columbia her banner cheese section.

LIVE STOCK

The live stock of Columbia County is by no means confined to milch cows, as the last report of the assessor proves. The value of all other cattle is given at \$310,967, making a total of \$1,116,516 for that class. Its 14,787 horses are valued at \$1,464,271; 18,859 swine at \$227,188, and 13,035 sheep and lambs at \$48,685.

COUNTY AGRICULTURAL SOCIETY

For over sixty years the farmers have been organizing and supporting agricultural societies, designed both as social factors and to stimulate and protect their interests. Various local and sectional societies and fairs, such as the Union Fair at Columbus and the Lodi Union Agricultural Society, grew out of the parent body, known as the Columbia County Agricultural Society. A suggestion which led to the organization of the county society was made by Jesse Van Ness, of West Point, at a meeting of the board of supervisors held at Portage in November, 1851. His suggestion was received so favorably by his fellow members that soon after a preliminary meeting of farmers and leading citizens was held at school house No. 7, in the Town of Fort Winnebago.

Van Ness became president pro tem, and Joseph Kerr of Randolph, F. C. Curtis of Lowville and J. A. Guptil of Scott were appointed a committee on constitution. On the 19th of the month the meeting re-assembled, adopted a constitution which was simplicity itself, and about fifty leading farmers throughout the county paid 25 cents each for becoming members of the society.

The officers elected were: President, J. Van Ness, West Point; first vice president, Joseph Kerr, Randolph; second vice president, Thomas C. Smith, Columbus; treasurer, F. C. Curtis, Lowville; recording secretary, John A. Byrne, Otsego; corresponding secretary, Henry Converse, Wyocena.

FIRST FAIR AND SECRETARY'S REPORT

The first fair of the Columbia County Agricultural Society was held on the commons at Wyocena. The receipts were \$15.75 and the disbursements \$11.80, but everybody had a good time, and the society went forward with a hopeful face. At least one may so infer from the first report of Secretary Byrne, which he issued as follows:

OTSEGO, December 6, 1852.

Dear Sir:—The first annual fair and cattle show of Columbia County Agricultural Society was held in the village of Wyocena, in November

last; but this being our first attempt, it was, as was to be expected, somewhat meagre; however, as a starting point and a beginning, it was one of which we may justly feel proud. Like our parent, the state society, we commenced without funds or patronage. Our birth was slowly and humble; our future—who shall say?

At the session of the Board of Supervisors in November, 1851, a few of our practical farmers, while chatting sociably on this topic, proposed having a primary meeting, for the purpose of getting an expression of public sentiment. It was done. A proposition to organize a county society was received with favor. Committees were appointed to draft a constitution and by-laws, and to nominate officers. An adjournment then took place, and on reassembling, a constitution was agreed upon, officers appointed, and an address delivered by Hon. Joseph Kerr, of Randolph, and under such auspices we came into existence; the vital spark was infused into our materiality, and now it needs but little to fan it to the vigor of manhood.

The notice of our fair had been issued only a few days prior to the time of holding it, consequently the attendance was thin, and yet large enough to show that, with proper organization and a due share of exertion on the part of each member and officer, Columbia will yet take a proud position among her sister counties in this State, in the cause of agriculture. To obtain that point, but one course is necessary. The society has now taken root; let it extend its branches into each township, school district and road district; let its members, and all friends of agricultural knowledge, take an interest in its welfare, and it must succeed.

The officers elected for the ensuing year are as follows: President, Joseph Kerr, Randolph; vice presidents, Daniel S. Bushnell, Wyocena, and George M. Bartholomew, Lodi; secretary, Henry Converse, Wyocena; treasurer, Frederick C. Curtis, Lowville; executive committee, R. C. Rockwood, Wyocena; J. Q. Adams, Fall River; John Converse, East Randolph; Jesse Van Ness, West Point; Henry Merrell, Portage City.

I remain, dear sir,

truly yours,

JOHN A. BYRNE,

Secretary Columbia County Agricultural Society.

This report was printed in the Wyocena Advance a few months ago, and drew forth an addendum from A. J. Townsend, the Lowville and Wyocena pioneer. "After reading the report of the first county fair in last week's advance," he says, "this thought came to me: How

many are alive that took part in that fair sixty-one years ago this fall?

"There was a fine exhibition of grains, vegetables and stock. Jacob Townsend and sons of Lowville had a herd of fine Devon cattle, on which they took all the first premiums. There were a few fine horses exhibited.

"Some amusing incidents during the fair: Two men from Marcellon came with a large rangy horse and stumped everybody for a race for ten dollars. No takers until the Lowville boys raised the money and ran John Low's pony against the Marcellon horse. The pony won by ten rods, and the men took their departure amid the shouts of the large crowd of spectators, minus the ten.

"Then John Gilbert of Lowville asked his father, Jonathan Gilbert, for a dollar. The old man said, 'No, but I will put up a dollar for the winner of a foot race with ten starters, and I will be one of them.' The race was made up and the old man started and ran a few rods and said: 'Oh, pshaw! I won't run.' John won the race and got the dollar."

OTHER FAIRS

The show and cattle fair of 1853 was also held at Wyocena. At that exhibition there were nineteen entries under the class of horses; twelve under cattle; one, poultry, and two, farm implements—one of which was a plow and the other a vertical gate. The receipts were \$20, disbursements \$18.81.

The fair held at Columbus September 20, 1854, was an improvement over the Wyocena shows. The scene of the exhibition and the rural festivities was at the forks of the road on the western declivity of what became known as Lewis & Cook's hill. The "Mountain House," a little hotel kept by A. P. Birdsey between the two roads, was the hall of fine arts, and in it were displayed a few fruits and specimens of fine needlework. There were ninety-nine entries. The receipts for members' fees amounted to \$32. Of this \$18 was disbursed in premiums, together with thirty-one volumes of the State Agricultural Society and sundry diplomas.

Since then fairs have been held at the following places: Portage, 1855; Wyocena, 1856 and 1857; Portage, 1858 and 1859; Cambria, 1860; Portage, 1861 and 1862; Lodi, 1863; Columbus, 1864; Portage, 1865 and 1866; Columbus, 1867; Portage, 1868; Columbus, 1869; Portage, 1870; Columbus, 1871; Portage, 1872; Columbus, 1873, and at Portage since 1874. In that year the City of Portage purchased forty acres of land in the First Ward, made a park of it and gave the Columbia County Agricultural Society, or its successors, an indefinite lease of the grounds.

Each year up to 1901 at this place an annual fair was held under the auspices of the society.

COLUMBIA COUNTY FAIR ASSOCIATION

In 1901 the old society had become weakened by adverse conditions, and the Columbia County Fair Association, a stock company, was organized. This organization, with sufficient finances back of it, proceeded to breathe new life into the annual exhibits of the county. New buildings were erected, new methods pursued, and the fair, as the result of the efforts of the stockholders of the association, is one of the biggest and best in the state. The first officers of the new association were: J. H. Wills, president; J. E. Jones, secretary, and R. N. McConochie, treasurer. The present officers of the association are: C. Hecker, president; F. A. Rzyrne, secretary, and A. J. Jamieson, treasurer.

Other fairs existing in the county at present, and which give annual exhibits, are the Lodi Union Fair, at Lodi, and the Inter-County Fair, held at Kilbourn City.

CURLING IN COLUMBIA COUNTY

Columbia County is the home of more curlers and more curling clubs than any other similar locality in the United States. The Scottish settlers in the county brought the spirit of the "roarin' game" with them from the old country, and as early as 1855 a club was organized in the town of Caledonia. Instead of the handsome stone now used, the pioneers used wooden blocks, many of the old blocks being in existence today and held as relics by the various existing clubs. About 1870 these wooden blocks were succeeded by iron, and for a dozen years the iron block was in use. About 1880 John Graham, the pioneer druggist of Portage, had two pairs of granite stones imported from Leith, Scotland.

The curlers of the early days built their rinks of ice on the ponds, rivers and lakes, Silver Lake, in Portage County, being the popular resort for county and state bonspiels. Thither the curlers annually from Columbia County, Milwaukee, Chicago and other points used to assemble in large numbers and enjoy immensely the famous outdoor sport in the invigorating atmosphere. The colder the weather, the keener the sport. At one county bonspiel held on the pond in the village of Poynette over one hundred curlers played all day in the open, while the thermometer registered over 30° below zero. So exciting was the sport that no one noticed the frosty atmosphere.

In later years the sport has become entirely an indoor sport, all of the clubs playing in rink houses erected for that purpose.

While the game was originally confined almost wholly to the Scotch nationality, it is now the winter sport in Columbia County of all nationalities. Clubs are located at Portage, Pardeeville, Cambria, Columbus, Arlington, Poynette, Port Hope, Silcaville, De Korra and Wyocena. Portage has the most pretentious and commodious rink building in the state, and there annually the curlers of Wisconsin meet during the first week in February and play continuously night and day for an entire week, in what is known as the "state bonspiel," for prizes that are competed for annually.

The game is participated in by men of all ages. The boy of fifteen competes with the veteran of three score and ten. No betting is allowed—and the game is indeed and in fact, a gentleman's sport.

There is no aristocracy on the ice. The banker and the hod carrier, the clergyman and the dispenser of stimulants are on an equal footing and forget all differences in station when engaged in the famous winter sport, and rinks that have won renown in state, interstate and local bonspiels are the famous Crusaders, skipped by J. H. Wells; the Invincibles, skipped by J. E. Jones; the Ironsides, skipped by R. N. McConochie; the Pardeevillians, skipped by L. J. Tucker; the famous Reedal rink of De Korra, Hal. Rockwood's Portage Terriers, Ed. Seville's Lodians, Bob Robinson's Scotch Laddies of Arlington, and the Wild Westerners, skipped by Charlie Delany of Poynette, and in recent years the sons of the older curlers are taking the laurels from their fathers and the newcomers are threatening to be more expert than their predecessors.

CHAPTER X

THE PRESS

FIRST COLUMBIA COUNTY NEWSPAPER—SUSPENSION OF THE RIVER TIMES—JOHN A. BROWN AND THE BADGER STATE—"SHANGHAI" CHANDLER AND THE INDEPENDENT—ROBERT B. WENTWORTH AND THE PORTAGE CITY RECORD—ENTER A. J. TURNER—WISCONSIN STATE REGISTER FOUNDED—BRANNAN & TURNER—THE REGISTER FROM 1885 TO DATE—A. J. TURNER AND MAJOR LOCKWOOD—FIRST COLUMBUS NEWSPAPER—WISCONSIN MIRROR PRECEDES KILBOURN CITY—THE COLUMBUS DEMOCRAT—THE COLUMBUS REPUBLICAN—FIRST GERMAN NEWSPAPER, DER WECKER—RUNDSHAU UND WECKER—LAUNCHING OF THE PORTAGE DEMOCRAT—JAMES E. JONES—LODI'S UPS AND DOWNS—THE ENTERPRISE—THE POYNETTE PRESS—PARDEEVILLE TIMES AND BADGER BLADE (RIO)—KILBOURN'S NEWSPAPER VENTURES—WYOCENA ADVANCE—OTHER COUNTY NEWSPAPERS—DEFUNCT PAPERS.

The press of Columbia County was born in 1850, the year after the last of the Indian lands were thrown open to white settlers. John Delaney was its father—an energetic, honest, brilliant Irishman, who had set his first type sixteen years before in the office of the Green Bay Intelligencer, the first newspaper published in Wisconsin. Mr. Delaney afterward studied law and was admitted to the bar, and therefore came to Portage well grounded in two professions. His brother James came with him; also a few cases of type and a battered printing press.

FIRST COLUMBIA COUNTY NEWSPAPER

On the 4th of July, 1850, the Delaney brothers issued their Fox and Wisconsin River Times from a wooden shanty which stood on the northwest side of the canal. It was a six-column folio, democratic, and high and hopeful of spirit. Passing over its general literary features, its optimism breathes in Delaney's editorial which speaks so positively

of the feasibility of the Fox and Wisconsin improvement—a direct inland water communication between New York and New Orleans, via Portage—placed beyond question, with the means at hand for its completion. He declares that the short canal to connect the rivers will be finished that summer, and states that the Wisconsin is traversed regularly by steamers throughout its entire route, and that the navigable portions of the Fox have also their steamers plying regularly between the cities and towns.

In a supplementary greeting to the public, Editor Delaney apologizes for not describing the town and adjacent localities. He is willing, however, to receive advertising patronage. His establishment cost him \$1,000, and current expenses were heavy, but he hopes that he has not commenced prematurely and that he will be reimbursed and do a good business, the newspaper having become necessary to civilization. He is not quite sure of his subscription list, and for the purpose of ascertaining who his patrons really are will postpone the next issue for three or four weeks. The next paper was not published, in fact, until August 5th.

The one prediction, which has come to pass, was made by Brother Delaney in his salutatory: "We this day publish the first number of the Fox and Wisconsin River Times. If it is not a curiosity now, it will be hereafter, as the first paper published in the City of Fort Winnebago."

SUSPENSION OF THE RIVER TIMES

James Delaney, Jr., brilliant and popular, like his brother, was drowned in the Wisconsin River, May 31, 1853. At the time he was city clerk of Portage and but twenty-seven years of age. In the August following John A. Brown became associated with Joseph Delaney, brother of John and James, in the publication of the paper. The office was removed to the second story of Moore & Gorman's building, opposite the Pettibone Block, where the paper continued to be published under the new management until its suspension as the River Times September 17, 1853.

JOHN A. BROWN AND THE BADGER STATE

On the following 1st of October Mr. Brown rechristened the journal, of which he was sole editor and proprietor, giving it the name Badger State, under which he had published a paper at Janesville. As explained in his announcement: "Under the new arrangement we have taken a new name for the paper; not because we have any objection

to that of the River Times; but we have a decided partiality for our old name of Badger State. It was endeared to us in earlier times—during the old constitution fight, when we joined to raise the chorus:

“We are a band of brothers
In the new Badger State.”

On the 14th of April, 1855, Chauncey C. Britt became an equal partner with Mr. Brown. The Badger State had already been enlarged, and it was again expanded the year after the copartnership was formed. The paper continued to be vigorously democratic. On the 15th of August, 1856, the Badger State office was moved to the new Badger Block, and the editors invited their friends to “call and make themselves comfortable in the prettiest printing office in the state.” Early in the following year Mr. Britt became sole publisher, and within 1857 and 1858 there were a number of changes in management, indicating something unsubstantial in the operations of the Badger State. The 4th of December, of the latter year, saw Mr. Brown again at the helm, but his death on the 10th of February, 1859, really killed the paper. His widow and J. M. Doty, one of the former editors, attempted to save it, but it finally suspended December 10th following Mr. Brown’s decease.

“SHANGHAI” CHANDLER AND THE INDEPENDENT

In the meantime the republican party had been born, and The Independent had been espousing its cause at Portage since 1855. On February 3rd, of that year, John A. and Julius C. Chandler issued its first number. A year thereafter, the latter assumed sole proprietorship, but on the 14th of April, 1857, Mr. Chandler—“Shanghai” Chandler, the humorist and eccentric genius of early local journalism—abandoned the Independent, bought the outfit of the defunct democratic infant, the Columbia County Reporter, and established a paper at Friendship, Adams County. He died at Baraboo in the late '70s.

ROBERT B. WENTWORTH AND THE PORTAGE CITY RECORD

Robert B. Wentworth founded the Portage City Record upon the good will and subscription list of the Independent. The first number of the Record was issued April 29, 1857, and on its editorial page appear the names of M. M. Davis and A. J. Turner. Mr. Davis’ editorial contributions had attracted some attention from the readers of the Independent, but Mr. Turner was virtually unknown as an editor. He had had a short experience as city editor of the Madison State Journal;

otherwise he had been setting type in various offices, including the defunct Independent.

Mr. Wentworth, the proprietor of the Record, was an experienced journalist, in-so-far as the general management of a newspaper was concerned. He had formerly been associated with Charles Billinghamurst in the establishment of the first newspaper in Dodge County, the Gazette, published at Juneau. He was also a practical printer.

ENTER A. J. TURNER

On the 11th of November Mr. Davis severed his connection with the Record as editorial writer, his duties being assumed by Mr. Turner. Shortly afterward the latter went to Friendship to assist "Shanghai" Chandler. But Mr. Turner was destined for Portage, to which he returned in March, 1859, and resumed his former relations with the Record. Ere this, the paper had become one of the most prosperous journals in the county. In fact, it seemed to have too much official business, and the republican leaders decided that a division of the spoils was no more than fair. In this predicament of party affairs, on the 17th of April, 1861, Mr. Wentworth sold the Record to A. J. Turner.

WISCONSIN STATE REGISTER FOUNDED

About a month previous—March 16, 1861—Samuel S. Brannan issued the first number of the Wisconsin State Register at Portage, the material used in its publication having been used by the Badger State. Mr. Brannan's experience in journalism had commenced as a "devil" in the shanty of the River Times. In his salutatory the editor said: "Having long been convinced of the necessity for a representative organ in this city, one which will fully and fairly reflect the views of the republican party, and having received such assurances as will justify the enterprise, we have concluded to commence the publication of the Wisconsin State Register. To enable us more fully to complete our arrangements for the publication of the paper, no sheet will be issued for the next week or two from this office. We shall, early in April, enlarge and otherwise improve our paper."

BRANNAN & TURNER, PROPRIETORS

On the 27th of April, soon after the suspension of the Record, the Register appeared enlarged from a seven to an eight-column folio:

Brannan & Turner, proprietors; Israel Holmes and A. J. Turner, editors, and S. S. Brannan, local editor. The change is announced in the following card signed by Mr. Turner: "In the last Portage City Record announcement was made of the fact that the office had been sold to the undersigned. This week I have the further announcement to make that I have united my interest in the office with those of S. S. Brannan of the State Register, and that henceforth both papers will be published unitedly under the name of the Wisconsin State Register, by Brannan, Turner & Company, and will be conducted by I. Holmes and A. J. Turner as principal editors and S. S. Brannan as local editor. No further number of the Record will be issued, except a small edition to close up some legal advertisements. Advertisers in the Record, residing out of the city, will have their contracts completed in the State Register. All accounts of the Record will be adjusted by R. B. Wentworth. All subscribers who overpaid for the Record will be furnished with the State Register to the close of their subscriptions."

Mr. Holmes, the leading editorial writer, was a lawyer by profession and a very able man. In April, 1864, he disposed of his interest in the Register to Messrs. Brannan and Turner and retired from journalism. Under their able management, both business and editorial, the Register flourished. In February, 1878, the paper was sold to Judge John T. Clark and B. F. Goodell. The former was editor and the latter in charge of the mechanical departments.

THE REGISTER FROM 1885 TO DATE

On February, 16, 1885, Judge John T. Clark sold his one-half interest to Major S. S. Rockwood and the firm became Rockwood and Goodell. Major Rockwood was one of the most scholarly and able writers connected with the press of the state. He remained editor of the paper until 1887, when he retired to accept a position in the state land office. The Portage Daily Register was started during his editorship. During the late '80s the Register Printing Company was established and met with business reverses. Mr. Goodell retired from the management, taking the job department to Superior, Wis. Maurice Goodman became editor of the paper in 1891. In 1892 J. H. Waggoner bought the paper and became its editor. In 1894 Mr. Goodman bought the paper back from Waggoner and continued its publication until 1908, when it was sold to the Wisconsin State Register Company, of which company A. A. Porter is the principal stockholder.

A. J. TURNER AND MAJOR ROCKWOOD

At this point we pause to pay a tribute to two Columbia County editors who attained merited prominence in state and national affairs—Andrew Jackson Turner and Sheppard S. Rockwood.

When A. J. Turner disposed of the Wisconsin State Register he retired from active journalism, although he was prominent in local, state and national affairs almost to the time of his death, June 10, 1905. The deceased was a firm republican all his mature life, but he was broader and deeper than partisanship of any kind, and as a consequence no man was more widely beloved or admired in Columbia County than "Jack" Turner. Small but compact of stature, his tireless activities, covering a variety of subjects, seemed one of the miracles of nature; but running through them all was a steadfast affection for the people and localities which cemented him to Portage and Columbia County as his home. The last years of his life were especially devoted to an exhaustive investigation of every fact having a bearing upon the remarkable history of the county which so closely centered in the portage between the Wisconsin and Fox. His last and most valuable contribution to this class of literature was the little book entitled "The Family Tree of Columbia County," to whose condensed wealth of material the editor of this volume acknowledges his indebtedness.

The last fragment of manuscript which is known to have left his hand was a little note addressed to a member of Wau-Bun Chapter, D. A. R., whose labors in behalf of historic memorials and investigations had always met his heartiest co-operation.

THE FACTS OF MR. TURNER'S LIFE

A. J. Turner was born in the town of Schuyler Falls, N. Y., September 24, 1832. He lived there on a farm until 1853, when he moved to Grand Rapids to take a case in the office of the Grand River Eagle. Returning to his native town in 1855, he "set up" the first number of the Plattsburg Sentinel, teaching school for a short time and again settling in Grand Rapids early in the same year. In September, 1855, he came to Portage, and the second day after his arrival was employed as a compositor in the Independent office. He worked there until the spring of 1856, when he went to Madison, and for a year was employed on the State Journal both as a printer and city editor.

As stated, in the spring of 1857 Mr. Turner returned to Portage and became one of the editors of the Record. During the following twenty

years his newspaper experiences have been traced in the sketches of that journal and the Wisconsin State Register.

During the period named Mr. Turner served one term as clerk of the Circuit Court, commencing in January, 1861, and, as compiler of the Legislative Manual of Wisconsin in 1870-74, created the Blue Book, which has no superior of its kind in the United States. He served in the assembly in 1862, 1863, 1865 and 1868, and for several years thereafter was officially connected with the Portage & Superior Railroad and the Portage, Stevens Point & Superior Railroad, which were absorbed by the Wisconsin Central System, and the Portage, Friendship & Grand Rapids Line, subsequently consolidated with the Madison & Portage.

Mr. Turner was chief clerk of the Wisconsin State Senate in 1876-78, resigning that position to accept the office of state railroad commissioner, to which he had been appointed by Governor William E. Smith. He also held that office after his retirement from the State Register.

In 1881 he was elected mayor of Portage and twice reelected, and served repeatedly as supervisor of his ward and in other local positions. He was a delegate to the republican national conventions of 1868, 1880, 1888 and 1892, and in the last named year was the acknowledged leader in the legislation which resulted in the rearrangement of the state into congressional and legislative districts. It was his work more than the efforts of any other one man which led to the overthrowing of the two unconstitutional reapportionments of 1891-92. Mr. Turner acted as supervisor of the United States census for the Third Wisconsin District in 1880, and for the First District in 1900; in 1897, by appointment of Judge Siebecke, he became chairman of the jury commission for Columbia County, and it may be that, even with this, some office has escaped us which was held by that marvel of industry and practical ability, A. J. Turner.

Mr. Turner's married and domestic life was ideal. His wife was Mary O. Hanford, to whom he was married at Friendship, Adams County, May 29, 1860. They had three children—Frederick J. Turner, successively of the University of Wisconsin and Yale; William F. Turner, a business man of Portage; and Ellen B., now Mrs. E. W. Demoe, of Oakland, California.

MAJ. S. S. ROCKWOOD

Maj. Sheppard S. Rockwood was a scholarly gentleman and a fine type of the American citizen. He was only in the journalistic field of Columbia County for a couple of years, but he was in it long enough to endear himself to the people of the entire county.

Born in Frankfort, N. Y., December 21, 1838, he came West with his parents in his second year. The family settled in Walworth County, Wis., during 1841, and a few years later located in Harmony Township, Rock County. He graduated from Milton (Wis.) College, married Flora A. Hawley, of that place, in 1859, later was a member of the faculty of the college, and when the Civil war broke out in 1861 was a junior at the University of Wisconsin.

Major Rockwood was commissioned second lieutenant of Company E, Thirteenth Wisconsin Volunteer Infantry, at the formation of the regiment, and shortly after the fall of Vicksburg became captain and commissary of the army corps. In 1865 he served in Texas as commissary on General Custer's staff, and on October 6th of that year was mustered out with the rank of brevet major, United States Volunteers.

From 1865 to 1868 Major Rockwood engaged in business as a Chicago produce commission merchant, but his training and tastes were all toward the scholarly and for two years and a half after his Chicago experience he was identified with the mathematical department of Milton College. While thus engaged he received the degree of Master of Arts from the University of Wisconsin, being then called to the Whitewater Normal School, where for nine years he was professor of mathematics.

In 1881 Major Rockwood served under Superintendent Whitford as assistant to the state superintendent of schools, his editorial experience covering the years 1883-87. During that period he was editor and proprietor of the Elkhorn Independent, editor and part owner of the Janesville Daily Recorder and editor and part owner of the Wisconsin State Register. Soon after severing his connection with the State Register, in 1887, he assumed his duties as clerk of the Wisconsin State Land Office, which office he held 1887-89; was chief clerk of the United States Department of Agriculture from 1889-92; assistant chief of the United States Weather Bureau, 1892-93, and secretary of the board of regents of the State Normal Schools of Wisconsin, 1895-1905.

Major Rockwood's death at Portage on July 12, 1905, removed from the county and the state a foremost citizen, a gentleman of true ability and worth. He left two sons—H. S. Rockwood, for twenty years the able local editor of the Portage Democrat, and George S. Rockwood, of Yuma, Arizona.

FIRST COLUMBUS NEWSPAPER

The press obtained a weak foothold in Columbus about 1853, in the shape of the Columbia Reporter, founded and edited by Carr Huntington, who moved his young child to Portage in 1857. It survived that

transplanting but a few months, when it was sold out under sheriff's execution and the material lugged off to Friendship by "Shanghai" Chandler.

The Columbus Journal lasted from January, 1855, to November, 1864. It was an offspring of the republican party and was conducted most of the time by either Daniel or Marcus A. Mallo. Its founder, Daniel Mallo, who was one of the oldest publishers in the Northwest, was in charge of it at the time of his death, October 30, 1864, and the Journal survived his demise but a short time.

WISCONSIN MIRROR PRECEDES KILBOURN CITY

The first building erected on the site of the present Kilbourn City was a little cottage for Alanson Holly, of Warsaw, N. Y., who had come West in the fall of 1855 seeking a location in that part of the country's wilds, and an even smaller building for the printing and publishing of the Wisconsin Mirror; for Mr. Holly was a newspaper man, and had so much faith in the country and his venture that he had brought his family with him to live in the new village which had just been platted by the Wisconsin River Hydraulic Company. On December 22, 1855, the newspaper building was inclosed, and while the plasterers were at work the "hands" in the office unboxed the type and set up the press. It was so cold that the compositors had to bathe their fingers in warm water every few minutes to make them limber.

As the paper was being made ready for the press, on New Year's of 1856, a number of friends gathered in the office and proposed to sell the first copy at auction. The result of the suggestion exceeded Editor Holly's fondest hopes, for the first copy brought \$65. The second and third papers struck from the press were bid in at \$10 and \$5, respectively; whereupon the bidding ceased. For many months mails were received once, twice or three times a week at the village of Newport, two miles distant, and thither the editor was obliged to go for his exchanges and other mail matter. The Hollys (Alanson and H. A.) published the Mirror for a number of years, the proprietors who subsequently came into possession being T. O. Thompson, D. L. and E. B. Davis, Frank O. Wesner and W. M. Cole. In October, 1876, while Mr. Cole was conducting it, the office was burned; and no attempt was made to revive the Mirror.

THE COLUMBUS DEMOCRAT

In the winter of 1864-65 Valentine Baltuff brought to Columbus the outfit of his Lodi Weekly Herald, which had suspended during the

previous November at the age of twenty months, and experimented with the Transcript until August, 1868.

The remains of the Transcript were gathered by Henry D. Bath, who on September 10, 1868, brought out the Columbus Democrat. In his announcement to the public, Mr. Bath says: "It is already known by many that the Columbus Transcript, which was formerly issued from this office, has changed hands, and today, for the first time, we believe, in ten years, the colors of the Democratic party are hoisted by a newspaper in Columbia county." Henry D. Bath, who was a most vigorous and talented writer, managed the paper successfully for ten years, when his editorial career was terminated by death. He was succeeded successively by H. D. James and D. W. Bath, C. C. Eaton, George E. Bunsa, and Frank D. Goodwin (its present editor).

But it did not stand to reason that the republican party, which was in a majority throughout the county, should be without a representative newspaper. Its leaders did not propose that the republican Transcript should give birth to the democratic Democrat and leave their rivals without a competitor.

THE COLUMBUS REPUBLICAN

The party leaders therefore called upon J. R. Decker, then publishing the Waupun Times, to come to Columbus and establish an organ for republicanism and the general interests of the county. They offered him such liberal inducements that he sold out his paper, went to Chicago, where he bought an entire new printing office, including a job press, the latter something novel in Columbus. Mr. Decker first established his plant on the second floor of Shaffer's Block, in the room that for many years Squire Farnham afterward occupied as his justice's office. The room was soon found to be too small, and after various removals was located on Ludington Street.

The first issue of the Republican was on October 7, 1868, less than a month after the appearance of the Democrat. It was a seven-column folio and, with new type and press, presented a handsome appearance. Mr. Decker was also a strong writer and an experienced editor, and was ably seconded by good local talent. Among other talented writers he was assisted by Le Roy Irons, whose brilliant career was only condensed by death. Mr. Decker continued to guide the Republican to wide influence and financial prosperity for a period of forty years, his job office obtaining a fine reputation, as well as his newspaper. Upon the death of Mr. Decker, in 1908, Robert C. Leitsch, a native of Columbus and a thoroughly educated business man, became proprietor of the Republican.

FIRST GERMAN NEWSPAPER, DER WECKER

By the early '70s the German element had become so strong in Columbia County that it demanded and obtained a newspaper. On September 1, 1874, the Columbia County Wecker was first issued by Gustavus A. Selbach, an experienced journalist who had already founded newspapers at Appleton (Volksfreund) and at Mansfield, Ohio (Courier). For a dozen years Der Wecker upheld its name and continued to "wake up" the Germans of Columbia County, as well as not a few English-speaking people. The paper was democratic in politics.

RUNDSCHAU UND WECKER

In 1886 a competitor appeared in Rundschau, but as the years passed it became evident that the field was not large enough for two well-sustained German newspapers, and in 1905 they were wisely consolidated. Frank Heidt, who had been identified with Rundschau since its establishment, continued to be the moving spirit of the new publication until April 1, 1912, when J. Schnell assumed control. Rundschau und Wecker is the only German newspaper in Central Wisconsin, is independent in tone, and well voices the interests of the countrymen who support it.

LAUNCHING OF THE PORTAGE DEMOCRAT

Since the suspension of the Badger State in 1859 the City of Portage had been without a democratic newspaper published in English, and to those who believed in the principles of that party the situation became more and more intolerable. So, in March, 1877, at the solicitation of their democratic friends in that city, Henry D. Bath, editor of the Columbus Democrat, and his brother, W. E. Bath, established the Portage Democrat, a seven-column folio. Said the editors in their salutatory: "For the first time in almost twenty years a Democratic newspaper in the English language is issued in this city. We are here for the establishment of a legitimate business and to meet a need which has long and repeatedly been represented to us as existing in this community. We are not here to encroach upon the province of any other journal, but to do work in an open field. The Register is an old and ably conducted newspaper which has done very much to advance the material interests of Portage. Its editors are our personal friends and we hope they will remain so, however divergent the line of our political operations may be.

The Advance is not at all in our way, and the Weeker is our ally. We propose, in the interests of Reform-Democracy and not in subserviency to any ring or clique of it, to make as good a newspaper as we can. To this end we invoke the cooperation of every member of the party, and will devote our utmost endeavors to render it the most efficient aid within our power. But the political work of a local journal is, after all, but a small part of the labor which it has to do. It should be ever busy in furthering the business interests and social welfare of the community where it is published. It is a record of the life of the people in its vicinity; the chronicler of their joys and sorrows, their successes and reverses, and its general purpose is to do good to those within the circle of its influence and to be of value to them in the accomplishment of worthy objects. Such are the aims of the Portage Democrat."

Early in 1878 the health of W. E. Bath, who had been in charge of the Democrat since its launching, failed, and Irving Bath, formerly a clerk in the state land office, went to Portage to conduct the paper. He afterwards became sole owner and remained at its head until the summer of 1881, when he, like his brother, became a victim of consumption.

Mr. Bath prevailed upon a young country school teacher of democratic persuasion, who had never seen the inside of a printing office, to take charge of the editorial work, while he went away seeking health. This pedagogue was J. E. Jones. After six weeks of absence Mr. Bath returned, his health unimproved, and he began to banter the young school teacher to turn editor and buy the newspaper. Mr. Jones was at first quite skeptical as to the solidity of his talents in that line, but he liked the business, as he confessed very recently, and the more he thought it over the warmer he became. So at length he bolted from the office out into the suburbs and secured funds to swing the purchase, and he has blessed his self-confidence ever since; for the Democrat is a credit to him, to Portage and the state.

This was November 1, 1881, and Mr. Jones has controlled the destinies of the paper ever since, a period of thirty-three years. The Democrat has always been aggressively democratic and has wielded a far-reaching influence in the community through which it circulates. In 1886 the Daily Democrat was established and has been published continuously since.

JAMES EDWIN JONES

By H. G. Cutler

Mr. Jones, whose name appears as the editor of this work, suggested to the writer that it would be out of place to incorporate in this history

anything relating to himself, but we thought differently, and the information obtained was received from other sources.

J. E. Jones' prominence both as a journalist and as a public man dates from his purchase of the *Portage Democrat* in 1881, of which paper he has been editor and proprietor continuously for a period of thirty-three years; and he is still in his prime, active and robust. Under his guidance the growth, influence and prosperity of the paper has been continuous. He is one of the old school thoroughbred democrats, positive in his belief and fearless in the promulgating of the principles he believes to be correct.

In 1885 Mr. Jones was appointed postmaster of Portage under Cleveland's first term, and held the office until 1889. He served as a member of the democratic state central committee for a dozen years, and was chairman of the democratic county committee for sixteen years.

In matters affecting Portage City he has always been a leader in both political and business affairs. He served his city as alderman and for six consecutive terms as its mayor.

During his administrations the city was improved as never before. The fine city hall was built and completed; modern waterworks secured by the city; the paved area of the municipality greatly extended; taxes equalized between city and county, and the levee system greatly extended to protect the city. Mr. Jones secured the \$20,000 from the state by incessant work, and got the state to assume control of the system. Thus has been constructed a perfect levee system, to protect not only the city but a great portion of the state from the overflows of the Wisconsin River.

Mr. Jones was a delegate or alternate delegate to the Democratic National Conventions of 1884, 1888, 1892, 1896 and 1900, and has been a delegate to every Democratic State Convention in Wisconsin since 1882. In 1891 he was appointed by Governor Peck a member of the State Board of Control of Charitable and Penal Institutions, was elected president of that body and served until 1895. In 1898 and in 1908 he was the democratic candidate for Congress in his district, but the district being heavily republican, he was each time defeated with his party.

Mr. Jones has held various other local and state offices by appointment, or election, but has during the last few years become interested in other enterprises and has dropped the political game. He is at this time devoting his entire energies to the building of a system of interurban railroads through Central Wisconsin, and it seems probable that he will be successful. He is president and general manager of the enterprise.

Mr. Jones was born on a farm in the town of Paekwankee, Marquette County, Wisconsin, November 16, 1854. The family soon after

moved to Mintello, and while he was still a lad settled on a farm in the town of Fort Winnebago, Columbia County. There he attended district schools and assisted his father on the farm until his majority. Later he entered the State Normal School at Oshkosh, and for six years, both before and after graduation, was a teacher in the public schools.

On January 25, 1882, Mr. Jones married Miss Lena L. Converse, of Portage, and they have three children—Edwin C., a graduate of the state university and now associated with his father in the publication of the Democrat; Carol (Mrs. Harlan B. Rogers), and Marjorie, at Rockford College.

Mrs. Jones is foremost in all movements which are of an uplifting nature, was especially influential in establishing the public library and is active in all the patriotic and literary work of the women's organizations of the community.

KILBOURN'S NEWSPAPER VENTURES

The first settler in Kilbourn was an editor; the first thing to locate in the unbroken forest was a newspaper. In December, 1855, Alanson Holly built a board shanty and issued the first number of the Wisconsin Mirror. This was published several years and discontinued for a short time, to be continued later by a son of the original editor. It again suspended in 1878, and for several years Kilbourn had several successive papers, the Dells Reporter and the Guard having short runs each.

In 1880 William Woodruff established the Kilbourn Gazette, selling out in 1883 to Adams Brothers.

In 1884 F. O. Wisner and James E. Jones revived the Wisconsin Mirror, and in April, 1885, they bought the other paper, forming the Mirror-Gazette. In 1888 James E. Jones bought Wisner's interest and continued the publication until 1902, when he sold out to E. J. Wheeler. In the year previous R. L. Booher established the Dells Reporter, giving Kilbourn two papers.

At the same time Mr. Jones began the publication of Illustrated Events, a monthly magazine of historical and literary character. This he changed to a weekly newspaper after six months, or, precisely, in May, 1905. Thus Kilbourn had three papers for some time, until April, 1906, when J. E. Jones bought the Reporter list and business. He then associated with B. E. Tollaksen, in August, 1911, they bought the Mirror-Gazette, and have since held the field with the Weekly Events alone.

LODI'S UPS AND DOWNS

Lodi has had its decided ups and downs as a newspaper field. Its first essay was the Lodi Flag, a quarterly issued in July and November,

1856, and May, 1857, by J. O. & A. Eaton. It was a small quarto at that—only three columns. The Lodi Weekly Herald endured from February 25, 1863, until November 9, 1864; the Lodi Journal from October, 1870, to April, 1873, and the Lodi Valley News followed a year afterward, and continued for thirty years as an independent republican paper, until the failing health of its venerable editor, Uncle Peter Richards, caused its discontinuance.

THE ENTERPRISE

The Lodi Enterprise, now in the field, was founded by E. B. Yule and G. I. Richmond, February 16, 1894. Mr. Richmond retired in 1897 and Mr. Yule continued to conduct the paper alone until September 8, 1902, when C. L. Coward, the present editor and proprietor, took it over. The Enterprise is independent both in politics and in general.

THE POYNETTE PRESS

The first newspaper to invade Poynette was the Reporter, whose first number was issued by F. A. Brown, a Columbia County pioneer and editor of twenty-six years' standing. His venture lasted for about a year from June 3, 1875. Mr. Brown was afterward connected with the Monroe County Democrat, Sparta. The locality endured the absence of a local journal until 1887, when J. E. Shirk of Cambria founded the Poynette Press. In 1910 he was succeeded by Charles F. Butler, present editor and proprietor.

OTHER COUNTY NEWSPAPERS

The Pardeeville Times was established in December, 1888, by C. H. Williams, and since July, 1905, has been conducted by Henry Thompson.

The Badger Blade, of Rio, was published for some years by Frank D. Goodwin, now of the Columbus Democrat. Since January 1, 1913, its editors and proprietors have been W. W. and Leslie Collins, who conduct it under the name of Collins Brothers.

The Cambria News, founded by J. E. Shirk and published many years, with J. F. Streeter as editor and proprietor, is a worthy exponent of that locality.

The infant in age of Columbia County newspapers is the Wyocena Advance, the first number of which was issued by L. H. Doyle, on July 1, 1910. On account of illness he was soon obliged to sell the paper to his son, L. Hobart Doyle, but in the following March J. M. Bushnell, who had spent much time and money in founding and sustaining the enterprise, assumed control.

DEFUNCT PAPERS

L. H. Doyle, the founder of the Village of Doylestown, a man of fine character, great energy and perseverance, developed in the late '80s a mania for establishing newspapers in different localities where it seemed impossible for them to live. Among those that he established that survive him are the Badger Blade, of Rio, and the Wyocena Advance, at Wyocena. Others which he established that were short-lived was the Portage Advertiser, the Rio Reporter, the New Era at Fall River and a law publication at Doylestown.

Besides the advertising papers that have come and gone in the last thirty years in Portage are the Advance, published by E. W. Stevens, and the Herald, by Jay R. Hinckley.

Hon. Lester Woodard, of Pardeeville, also established a newspaper in that village which flourished for a time, but it eventually died for lack of patronage.

A few other newspaper ventures have come to life in Columbia County, but that life was too short to become a matter of history.

CHAPTER XI

SCHOOLS AND CHURCHES

FIRST SCHOOL OUTSIDE THE FORT—FIRST SCHOOL DISTRICT FORMED AT CAMBRIA—TOO FEW CUBIC FEET PER SCHOLAR—SCHOOL CHILDREN IN 1913—LEGAL QUALIFICATION OF TEACHERS—COLUMBIA COUNTY TEACHERS' ASSOCIATION—COLUMBIA COUNTY TEACHERS' TRAINING SCHOOL—PRIVATE AND PAROCHIAL SCHOOLS OF PORTAGE—COLUMBUS COLLEGIATE INSTITUTE—THE KILBOURN INSTITUTE—REV. B. G. RILEY AND LODI—POYNETTE PRESBYTERIAN ACADEMY—PRESENT STATUS OF PUBLIC SCHOOLS—PIONEER TRAINERS OF THE SOUL—FATHER MAZ-ZUCHELLI AT THE PORTAGE—THE FIRST OF ST. MARY'S PARISH—STIR-RING METHODIST PREACHER—THE METHODISTS OF FALL RIVER—LODI METHODISTS ORGANIZE—MR. TOWNSEND ON THE LOWVILLE SABBATH SCHOOL—THE PRESBYTERIANS AT THE PORTAGE—CAMBRIA AS A CHURCH CENTER—PRESBYTERIAN CHURCH OF KILBOURN—THE NOR-WEGLIAN LUTHERANS ORGANIZE—EARLY CHURCHES IN THE TOWNSHIPS.

The school system of Columbia County owes its birth to Major Green, commandant of old Fort Winnebago. He had a number of children in his family, and in 1835 engaged Miss Eliza Haight as their governess. As the major was thoughtful and generous, he allowed the children of other officers to take advantage of her services, and a dozen children were soon grouped around her. Thus was formed the first school in Columbia County.

In the spring of 1840, Rev. S. P. Keyes became both chaplain and schoolmaster at the post, and taught about twenty children, some of them over twelve years of age.

FIRST SCHOOL OUTSIDE THE FORT

The first school in Portage and the county to provide instruction to the children of actual settlers was established in 1843. Hugh McFarlane partitioned off a small room in his blacksmith shop for the purpose and

his wife taught it. At first instruction was given only on Sundays. It is said the first books were purchased from a fund raised by Wisconsin River raftsmen, whose children formed a majority of the scholars. From this modest beginning a private school, with a hired teacher, grew into existence.

FIRST SCHOOL DISTRICT FORMED AT CAMBRIA

The year after the first school for settlers was opened at Portage the Brothers Langdon founded what is now the Village of Cambria, and it was largely due to the Welshmen who soon commenced to settle in the village that a school district was organized in 1847.

In that year a schoolhouse was built on land donated by Samuel Langdon, one of the proprietors of the town site. It was 20 by 24 feet, built of oak lumber from his sawmill, and the first winter term of school was taught by Miss Betsy Griffin in 1848-49. Then followed in succession S. S. Torbet, Miss Butterfield, Miss Carhart, Mr. Knight and William Hollinshead. Teachers then received \$1.50 per week, with "board around," and for the winter term \$20 to \$25 per month.

TOO FEW CUBIC FEET PER SCHOLAR

In 1858 the 20 by 24 schoolhouse was accommodating 75 seventy-five pupils. The school authorities therefore decided to hire a larger room in a building owned by Evan Morris. In 1861 a new schoolhouse was erected by Hugh Roberts at a cost of \$1,600. Number of scholars at that time, 313. The school was now graded, the first teachers under the new system being Harvey Rust, S. A. Van Middleworth and Nellie Roberts, who received a yearly salary of \$50, \$32 and \$24, respectively. In 1868 the schoolhouse was moved to a more favorable location on Tower Street and an addition was built for the primary department.

TOWN OF WINNEBAGO PORTAGE DISTRICT

The next school district after that of Cambria included the Town of Winnebago Portage. The town was organized and formed into a school district January 9, 1849. There is no record of a public school in the town during 1849; but in that year a portion of the town occupied by those who resided near the "old fort" was set off as School District No. 2, all other parts being No. 1. It is not necessary to give the limits of No. 2, as in January, 1850, it became Joint District No. 1, when the

name of Winnebago Portage was changed to Fort Winnebago, and Town 13, Range 9, was taken from that town and organized as Port Hope.

The year 1849 marked both the organization of the Winnebago Portage School District and the first report issued by the town superintendents covering the county. It appears from their figures that the average wages then paid male teachers amounted to \$11.75 per month; female, \$5.39.

SUPERINTENDENTS OF SCHOOLS

In 1850 School Superintendent D. Vandercook formed four new districts in the Town of Fort Winnebago.

COUNTY SUPERINTENDENTS OF SCHOOLS

The supervision of the schools of the county was in the hands of town superintendents until the close of 1861, when the county superintendents came in. (In 1862 the constitution was amended by making the terms of all county officers elected in even number years, two years.)

A list of the superintendents is as follows:

1862-67—David W. Rosenkrans	1882-88—Z. Merrill
1868-69—Levi Bath	1889-96—E. C. True
1870-71—John J. Lloyd	1897-02—E. H. Burlingame†
1872-75—Leroy J. Burlingame†	1903-09—Sylvester C. Cushman
1876-79—Kennedy Scott	1909 —Chester W. Smith
1880-81—Henry Neill	

SCHOOL CHILDREN IN 1913

The latest figures prepared by Chester W. Smith, present county superintendent of schools, shows the following as the census of school children in Columbia County in 1913:

In the first column the figures show the number of children included in the town; that is, in all the districts and parts of joint districts wholly within the town. In column two, the figures show the number

† Office declared vacant August 22, 1874, and Kennedy Scott appointed to fill vacancy.

‡ Resigned August 16, 1902, and L. J. Tucker appointed to fill vacancy.

of school children included in all the districts of the town of which the schoolhouse is in the town.

Arlington	258	232
Caledonia	364	364
Cambria Village	156	200
Columbus	245	254
Courtland	274	255
De Korra	297	285
Doylestown Village	86	105
Fall River	115	201
Fort Winnebago	195	228
Fountain Prairie	339	258
Hampden	241	245
Kilbourn Village	306	345
Leeds	346	304
Lewiston	286	286
Lodi	204	121
Lodi Village	256	344
Lowville	221	265
Marcellon	295	252
Newport	202	163
Otsego	260	216
Pacific	79	59
Pardeeville	283	315
Poynette	152	183
Randolph	398	393
Randolph Village, W. W.	73	73
Rio Village	200	232
Scott	280	266
Springvale	279	277
West Point	232	231
Wyocena	241	173
Wyocena Village	83	121
Totals.....	7,246	7,246

LEGAL QUALIFICATIONS OF TEACHERS

A school board can not legally contract with, nor pay a person for teaching a school, unless such person is a legally qualified teacher of the county.

A qualified teacher is one who has either state certificate, unexpired, or an unexpired county certificate for the county in which the school to be taught is situated.

A teacher's certificate whose time limit has expired cannot be legally renewed. All renewals should be requested during the life of the certificate.

To get a third grade certificate for the first time, one must have at least six weeks' professional training, and pass examination in reading, writing, spelling, orthoepy, arithmetic, grammar, school management, manual, agriculture, geography, United States history, including history of Wisconsin, constitutions, physiology, rural economics.

A standing of at least 60 per cent is required in Columbia County to pass in arithmetic, grammar and geography, and not more than one other standing below 55 per cent is allowed for a year's certificate.

To get a second grade certificate one must have taught at least eight months and pass examination upon American literature, physical geography, English composition and library work, in addition to the third grade branches. A second grade is good for three years. Sixty per cent is required.

To get a first grade certificate one must have taught at least eight months and pass examination in physics, English history, English literature, algebra, and theory and art of teaching, in addition to the second grade branches. It is good for five years and 70 per cent is required.

A third grade certificate may be renewed by taking six weeks' professional training, during the life of the certificate, or by passing examination in all but five of the third grade branches, providing the five branches to be renewed are up to 70 per cent. A third is also renewed without examination by passing examination in at least two second grade branches. If the other second grade branches are earned at the next examination a second grade certificate is issued for three years from the last examination.

A second grade certificate is renewed by taking six weeks of professional training during the life of the certificate, or by rewriting upon all but five branches, provided such are up to 75 per cent.

A first grade certificate is renewed by being a high school graduate and getting the signature of the county superintendent certifying to five years' successive teaching; or by taking six weeks' professional training; or by rewriting upon all but five of the branches, provided such standings are up to 80 per cent. A first grade certificate may be renewed indefinitely after ten years of successful teaching under such certificate.

COLUMBIA COUNTY TEACHERS' ASSOCIATION

The Columbia County Teachers' Association was organized in October, 1912. The first officers were: Principal L. J. Hulse of Fall River, president; Miss Addie Butler of Wyocena, vice president; Miss Caddie Hoefs of Leeds, secretary, and Miss Anna Nelson of Rio, treasurer. The members of the executive committee were Superintendent R. L. Heindel of Columbus, Miss Elga M. Shearer of Columbus and County Superintendent Chester W. Smith.

The county was divided into five sections, each one presided over by a chairman and secretary who arranged programs for the section meet-



COLUMBIA COUNTY TRAINING SCHOOL, COLUMBUS

ings. The constitution provides for one general meeting and two section meetings for each section during the year.

The second year of the association has been very encouraging to the teachers and educational leaders of the county. All sections are working with complete programs and the meetings have been very largely attended. The present officers of the association are: President, George M. Batty of Rio; vice president, Addie Butler of Wyocena; secretary, Emma Schulze of Portage. The members of the executive committee are George M. Batty, Emma Schulze, A. J. Henkel, Elga M. Shearer and Chester W. Smith.

THE COLUMBIA COUNTY TEACHERS' TRAINING SCHOOL

The question of taking advantage of the state law for a Teachers' Training School had been considered by the County Board of Super-

visors previous to 1908, but in that year a resolution was carried establishing a training school for the county in the City of Columbus. The City of Columbus had offered temporary quarters for the school in the basement of the Methodist Church, but two years afterward the present fine building was erected. The first training school board elected were: H. E. Andrews, of Portage and A. M. Bellack of Columbus, and they are still serving, the county superintendent of schools being ex-officio secretary of the board.

The above board elected Principal S. M. Thomas principal of the school and Miss Harriet Clark, assistant. Mr. Thomas is still principal with the following assistants: Miss Elga M. Shearer, Miss Anna D. Halberg and Miss Ella Heiliger.

This training school has exerted a marked educational uplift upon the schools of the county. In 1909 County Superintendent S. C. Cushman resigned and Principal Chester W. Smith of the Kilbourn schools was appointed in his place. At the present writing the following publications have been prepared by the faculty of the training school and Superintendent Smith: A quarterly magazine called *The Columbian*, and the pamphlets *Farm Accounts*, *Essentials in Education*, and *Some Rules in English Composition*.

The school has graduated ninety teachers and there are now teaching in the county sixty-two of those graduates.

PRIVATE AND PAROCHIAL SCHOOLS OF PORTAGE

For fifteen or twenty years after the permanent settlement of Columbia County the more intelligent class of its citizens supported a number of private schools—academies, collegiate institutes, etc.—the communities being too sparse and poor to sustain public institutions of a high grade. As a whole, these institutions were classed as "select schools."

The first school of a strictly private character established in Portage was that founded in the winter of 1851-52 by William Sylvester, John Q. Adams, Lemuel Berry, Rev. Bradley Phillips, C. J. Pettibone, and Rev. W. W. McNair. The principal was Rev. John Brittain, A. M., assisted by Miss Abbey O. Briggs and Miss Margaret B. Burt. In it were taught, besides all the English branches, Greek, Latin and French, and music, drawing and painting. As the district schools were improved, public interest in the Classical Institute waned, and it completely faded away when the public schools of the city were graded and a high school established in 1859.

Cotemporaneous with the Classical Institute was the select school

of Miss Butts, which at one time had eighty pupils, but the maiden lady principal became Mrs. Cornwell, a Mr. Mills took over the institution and, within a few years, it also was supplanted by the public system of education.

There were also the parish school of St. John's Episcopal Church, established in November, 1855, and the female seminary founded two years later. Rev. H. M. Thompson presided over the former, with Miss A. O. Briggs, Mary Morehouse and Miss McFarlane as assistants. Mrs. E. D. Emery, Mrs. E. W. Tenney and Miss Briggs were connected with the latter.

The various Catholic and Lutheran churches at Portage established parochial schools at an early day, several of which are still in existence. The oldest is that identified with St. Mary's Parish, in charge of the Sisters of St. Dominick, which was founded about 1866.

COLUMBUS COLLEGIATE INSTITUTE

Although Columbus had a number of private schools in its early days, the Collegiate Institute was the most ambitious attempt to found a school of higher learning outside the public system of education. In March, 1855, the Columbus Collegiate Institute was incorporated by James T. Lewis, J. Q. Adams, R. W. Earll, E. P. Silsbee, Chester W. Dean, Joseph S. Manning, William C. Spencer, W. W. Drake, W. A. Niles, John A. Elliott and Cyrus E. Rosenkrans. The objects of the Institute were to provide for "the education, the mental and moral discipline, and instruction in literature, the sciences and arts, of youth of both sexes." The act of incorporation also provided that "no political or religious opinion shall be required as a qualification of membership, and no student shall be required to attend worship with any particular denomination." On the tenth of April, 1855, the board of trustees met at the Congregational Church and elected Rev. Mr. Rosenkrans president of the institute. Soon afterward Block 15 in West Columbus was purchased, a small building erected thereon, and in the fall the school was opened, with Misses Martha Brigham (afterward Mrs. William Hazelton) and Mary L. Pomeroy (subsequently Mrs. Polly) as teachers. Upon the completion of a Union School by the city in 1858 and the failure to get sufficient subscriptions to continue the private enterprise, the Columbus Collegiate Institute suspended and its teachers found employment in the reorganized public schools.

The year before the founding of the Collegiate Institute, Rev. Mr. Rosenkrans had failed in his attempt to found a seminary in Columbus. In 1859 a private school was taught by Miss Achsah Huyek,

afterward the wife of Rev. Mr. Phillips, and similar attempts were made later, but had less and less chances of succeeding, with the steady improvement in the facilities offered by the public schools for which the citizens were taxed.

THE KILBOURN INSTITUTE

Kilbourn City also made two bold and partially successful attempts to found institutions of higher education under private auspices. In 1857, through the liberality of A. Bronson, of Prairie du Chien, an academy was opened at Point Bluffs, some fourteen miles north of Kilbourn City. It was called the Kilbourn Institute, and it was continued with varying success until 1865.

In 1863 a charter was secured from the Legislature incorporating the Kilbourn City Seminary, and when the academy at Point Bluffs was discontinued the incorporators of the seminary proposed that the school should be moved to that place and operated under its charter. The proposition was accepted, the building at the Bluffs was moved to Kilbourn City, and the Kilbourn Institute opened to the public with Rev. G. W. Case as principal. By the fall of 1867 140 pupils were enrolled. But about 1 o'clock, Sunday, January 30, 1868, while dedicatory services were being held in the new Methodist Church, word was brought that the institute was afire. As the building was some distance away and the fire apparatus of the village crude, by the time assistance arrived the flames had swept away the property of the institute and dealt it a death blow.

REV. B. G. RILEY AT LODI

Previous to the formation of the Union School at Lodi, in 1864, Professor B. G. Riley had been teaching a select high school in the village, but after that year all his hopes to compete with the public system were dashed to fragments. The citizens of Lodi had been thoroughly aroused by the report of the state superintendent of education, who had compared the schools of their village most unfavorably with those of Kilbourn City, Wyocena, Pardeeville, Cambria, Poynette and Fall River—in fact, placing them at the foot of the class among all the communities of any account in Columbia County. Their awakening brought their schools well to the fore, where they have remained, but it killed all such enterprises as the Riley private high school. The “Professor” Riley mentioned was the Rev. B. Gilbert Riley, so noted

as an educator and Presbyterian minister both East and West, and especially in connection with missionary work in Wisconsin. His career will be further traced in succeeding pages.

POYNETTE PRESBYTERIAN ACADEMY

As late as 1883 an academic venture was made by the Presbyterian Church at Poynette. In that year the Poynette Presbyterian Academy was founded for the education of indigent young men and women who were members of the church. There were two farms connected with the academy cultivated by the male students, and the girls and young women, besides the academic branches, were taught practical



PRESBYTERIAN ACADEMY, POYNETTE

matters of a domestic nature. For many years this institution was quite prosperous, but the improvement in free high schools, and the introduction to their courses of such branches as manual training and domestic science, had an undermining effect upon the Poynette Academy, which finally dissolved in June, 1911. The property including a large two-story building and attractive grounds, has been transformed into a hotel enterprise.

PRESENT STATUS OF PUBLIC SCHOOLS

In 1859 the schools of Portage were graded and the high school became a part of the new system, all under a city superintendent.

Columbus became a city in 1874, and its act of incorporation provided for a graded system independent of the jurisdiction of the county superintendent. In the following year its citizens voted for a free high school under the general state law.

The schools of Columbia County are in excellent condition, those which are under city superintendents, as well as those under the jurisdiction of the county superintendents, being particularly described in the histories of the localities in which they are situated.

PIONEER TRAINERS OF THE SOUL

As everywhere in the world, the training of the soul preceded the training of the mind in Columbia County. Catholicism was the pioneer agent of religious instruction there, as throughout the other regions of the Great Lakes and the Fox and Wisconsin valleys.

FATHER MAZZUCHELLI AT THE PORTAGE

The first Christian missionary to visit Fort Winnebago was Father Samuele Carlo Mazzuchelli, a Dominican. In September, 1832, he came on a visit to the Winnebagoes living near the portage, "the first missionary since the days of Allouez, Dablon and Marquette, 150 years before, to central Wisconsin. On this visit he held service on the prairie near the village of De Kaury's south of the Wisconsin River. A bower was erected for the purpose which was decorated with vines, wild flowers and ferns by the Indian maidens, and was largely attended by members of the tribe. He was unable to make himself understood until he fell in with Pierre Pauquette, the famous Indian trader at the portage, who rendered much assistance in preaching and confessions.

"The influence of the missionary's visit to the Winnebagoes is noted by Mrs. Kinzie in her 'Wau-Bun.' She had offered a glass to one of the squaws, which was declined with a finger pointing at the crucifix hanging at her neck. 'It gave me a lesson,' she says, 'of more power than twenty sermons. Never before had I seen a glass refused from a religious motive.'"

Under Father Mazzuchelli's ministrations there were many converts to the faith, among others the wife of Pierre Pauquette; and, prompted by the missionary's teaching, as well as by his wife's request, the little log church was erected by the giant fur trader which will stand through all history as the first religious edifice in Central Wisconsin.

After leaving his mission at the portage and Fort Winnebago, Father Mazzuchelli established the Saint Clara Academy at Sinsinawa Mound, Grant County, one of the most noted institutions of the kind in Wisconsin.

THE FIRST OF ST. MARY'S PARISH

It was years after the building of Pauquette's church before the Catholics were substantially organized. Until permanent white settlers commenced to make their home at the portage and near the fort, those who held to the faith were a varying and shifting band of Indians and half breeds; but in the late '40s such stalwart white Catholics as Thomas Christopher, Patrick Lennon, Charles Moore, M. R. Keegan, James Collins and John Sweeney came to stay. Several missionaries preached and said mass for about two years before the erection of the little frame church, early in 1851, upon the lot which lies at the corner of Conant and Adams streets. Upon the site stood a small forest of crosses, marking the graves of a score or more of "good Indians" who, having been converted by the early missionaries, had died in the faith and been buried in sacred ground. Among them rested the remains of Peter Pauquette, whose violent death near that locality in 1836, with the subsequent neglect and final honoring of his place of interment, has already been described.

All of this narrative leads to the founding of St. Mary's Parish, a full history of which is given in the account of the Portage churches.

STIRRING METHODIST PREACHER

The Methodists were coming into notice about the time that the white Catholics were founding St. Mary's Parish. Early in the summer of 1847 a colony of unemployed English potters from Staffordshire located in the town of Scott, under the control of a British organization called the Potters' Joint Stock Emigration Society. Two years later land was purchased, and a store and ferry established, as well as improvements made, at a place on the north bank of the Fox River, in Section 4, town of Fort Winnebago. The colonists, who numbered about 150 persons, were substantial and honorable, although their enterprise as a community experiment resulted disastrously.

Methodism had a strong following among these English emigrants and one of their leaders, Isaac Smith, applied at Fort Winnebago soon after land had been purchased in the northern part of the town, asking permission to hold religious services therein, but on account of the

shades of belief among the officers he received little encouragement from the commandant. Thereupon the use of the dining-room of the Franklin House was tendered by Captain Low, and Mr. Smith frequently preached therein to large and interested congregations.

It is said that the very first sermon preached by Mr. Smith created a sensation. It was delivered some time in the fall of 1849. Before the hour arrived for the sermon the preacher had learned of the varying beliefs prevalent in the neighborhood, and it being his first visit he determined to preach so that none would be hurt. A fair-sized congregation assembled and the services began. In the course of his remarks, which were of a mild, general nature, Mr. Smith stated that all denominations were working for one end, and that it did not matter what label anyone wore if his conduct was all right. Heaven was the object of all—for which all had embarked. Notwithstanding different roads had been taken, it would not matter when they reached the heavenly region by which route they had come.

In illustration of this thought he said that the general course from England by which Wisconsin was reached was to take a steamer from Liverpool, come to New York and thence take boat for this state. Now he came from England to New Orleans, thence by the Mississippi River to Wisconsin, and to Columbia County overland from the West. But he was here all the same, and he supposed he was all right; and it was just as satisfactory as though he had come by way of New York.

While this thought was very consoling and satisfactory to some, one old Hardshell Baptist jumped to his feet, started from the room, and, slamming the door behind him, shouted, "A man that will preach such stuff as that ought to be locked up!" It is said that the sermon was discussed from every angle by the settlers of the neighborhood for years afterward.

In the spring of 1851 a regular Methodist society was organized at Portage by Rev. Mr. Mackintosh, who remained until the meeting of the conference of that year when he received a call to other parts. Local preachers afterward kept the organization together until the fall of 1852, when Rev. John Bean took charge as its first regular pastor.

THE METHODISTS OF FALL RIVER

In the meantime the villages and towns outside Portage and Columbus had been busy in the religious field. Among the first societies to organize was that of the Methodists of Fall River. In 1844 Rev. Stephen Jones founded the pioneer church of that village and locality, the organization being effected in the loghouse of Clark Smith. Its members were

largely of the Smith family—Rev. E. J., Martha, Clark and Sarah—and Mr. and Mrs. Aaron E. Houghton. E. J. Smith was appointed leader. A log schoolhouse was erected soon afterward, and the meetings transferred to it. As the population of the village increased, the society was moved thither, and in 1855 a church edifice was erected.

LODI METHODISTS ORGANIZE

The Town of Lodi joined the ranks of the church people in the fall of 1845, when Rev. L. Harvey, a Methodist circuit rider, who covered the territory for thirty miles west of Madison, founded a class composed of members living near the present site of the village. It consisted of G. M. Bartholomew (leader), Catherine Bartholomew, M. C. Bartholomew, Mary Bartholomew, Christiana Bartholomew, Rev. Henry Maynard, Catherine Maynard and Harriet E. Maynard. Services were held every two weeks in the log cabins of the Bartholomews and Mr. Maynard until the schoolhouse was built on Section 27 in the spring of 1846, which then became the regular place of worship. Says the Rev. H. Maynard in a local paper in 1879: "These meetings were generally attended with the Divine presence, spiritual and profitable, with some revivals and additions to the church. As others came and settled in the valley, they joined us in the little log schoolhouse with one heart and one mind. Mrs. J. N. Lewis says the first time she attended service in this valley she rode on an ox-sled, with a family, to that little log house. There was an unusual proportion of the settlers that were church-going people; hence the influence of Christianity prevailed over opposing influences."

MR. TOWNSEND ON THE LOWVILLE SABBATH SCHOOL

The Town of Lowville took an early stand for Christianity, and it is still among the foremost sections of the county in this regard. Fortunately we still have with us A. J. Townsend, now of Wyocena, who, as one of the real pioneers of Lowville, tells the story of the birth of religion in his old home and its endurance to the present time: "The people were wide-awake, most abstemious, and of a decidedly Christian character, and their first Sabbath school was organized in early May, 1849. All worked in harmony and the settlers came from ten to fifteen miles around to attend it. About this time a Baptist missionary by the name of William Cornell came and labored with the people, and on pleasant Sundays we would have as many as 35 in Sabbath school and 100 at the church services. Peter Drake, who lived in a pole shack about

12x16 feet, tendered his house to the good people for their Christian services, and in the fall of 1849 Elder Cornell organized a Baptist church.

"That Sabbath school, if not the first in the county, was one of the very first, and, with the exception of one year when the men were in the Union army, has been in continuous operation. It is still doing fine work; the grandchildren of those who organized it are the workers now."

THE PRESBYTERIANS AT THE PORTAGE

In 1849 the Presbyterians obtained a foothold at the portage. It was in June of that year that Rev. William Wynkoop McNair was commissioned by that denomination as the Wisconsin evangelist, and in the following month commenced preaching in the garrison schoolroom. According to the records he "devoted one-third of his time the first year to the portage, preaching occasionally toward the close of his missionary year in the new village then just springing up near the Wisconsin River, afterward called Portage City. The remainder of his time was devoted to Wyocena and De Korra." At the meeting of the Presbytery of Wisconsin held at Cambridge, Dane County, in June, 1850, a committee was appointed to organize a church at Fort Winnebago, "if the way be clear." In the meantime, a colony composed of members of the Presbyterian Church of Fremont, Ohio, had settled near the fort. Thus the way became clear, and in July, 1850, the First Presbyterian Church of Fort Winnebago was organized, with Rev. W. W. McNair president and pastor.

COLUMBUS CONGREGATIONAL CHURCH

On January 26th of that year the Congregationalists of Columbus organized a society, with Rev. A. Montgomery as pastor and James Campbell, Mrs. Julia Campbell, Richard Stratton, Mrs. Polly Stratton, Emily Stratton, Mrs. Asenath Stratton, Mrs. Helen S. Rosenkrans, Ellen Hagerman, Maria Hagerman and Mrs. Hayden as members. The church became a member of the Madison District convention within a week from the date of its organization, and R. Stratton was sent as its first delegate. In 1852 the Presbyterian form of government was adopted. (Details of the split into separate bodies and the histories of both the Congregational and Presbyterian churches to be given hereafter.)

CAMBRIA AS A CHURCH CENTER

Cambria has always been a leading center of religious, literary and musical activities, on account of its large Welsh element. Its first

church was the Methodist, organized in 1850, a majority of whose pastors have been Welshmen. The Welsh Calvinistic Methodist and the Welsh Congregational churches were founded in 1853 and 1856, respectively.

PRESBYTERIAN CHURCH OF KILBOURN

It appears that the first organization of Christians to take root in Kilbourn City was founded by the Presbyterians. The church at that place was based upon the failure of a similar movement undertaken at the village of Newport, which in the early '50s promised to grow. To double back on the narrative—in the summer of 1855, a petition was drawn up by nineteen persons of Newport and Delton asking Rev. William W. McNair, pastor of the First Presbyterian Church of Fort Winnebago (Portage City), to organize a church at those points. At the time, Rev. Stewart Mitchell was stopping with Mr. McNair and the two visited the new field. Soon afterward, Rev. H. M. Robertson, representing the Presbytery, organized the church, as requested, with Mr. Stewart as its first pastor.

But Newport had already commenced to decline, and great difficulty was experienced in obtaining even a room for divine services. Private houses, stores, dining rooms, taverns—any shelter was welcomed. By the most persistent efforts funds were collected sufficient to erect a small church building, dedicated August 23, 1857. But the society lost continually by removals from Newport and the adjoining country until it became apparent that nothing could be done in the way of maintaining the church at that point.

On Sunday, June 29, 1856, Rev. Mr. Mitchell preached his first sermon at Kilbourn City, and was holding regular services there when it was finally decided to abandon the Newport enterprise. The first communion at the latter place was held in April, 1858, and Mr. Mitchell went there to reside in the fall. From that time the church commenced to grow slowly into a stable institution.

THE NORWEGIAN LUTHERANS ORGANIZE

The first Norwegian Evangelical Lutheran Congregation in Columbia County was organized by Rev. I. W. C. Dietrickson on March 27, 1847, and was known as Spring Prairie Congregation. It consisted of settlers residing in the towns of Leeds, Hampden, Otsego, Lowville, and later Arlington and De Korra. The first Norwegian services were held at the house of Sjur Reque. On the 15th of October, 1849, the

original church was divided into three congregations—Spring Prairie and Bonnet Prairie, Columbia County, and Norway Grove, Dane County. Later, they were consolidated into one parish, Lodi Congregation, embracing the towns of Lodi, Arlington and De Korra, having been consolidated with it. Reverend Dietrickson had charge of these congregations until 1850.

The first Norwegian Church edifice was a small log house in the Town of Otsego, built in the summer of 1853. In June of that year the cornerstone of the church in the Town of Leeds was also laid. In 1866 the Bonnet Prairie Congregation erected a meeting house of stone, and the Lodi Church erected a brick edifice in 1871. At that time there were 280 families in the various congregations connected with the parish.

EARLY CHURCHES IN THE TOWNSHIPS

A number of churches in the different towns were founded in the pioneer decade from 1845 to 1854 which are worthy of comment.

Rev. Henry Maynard, of Lodi, preached the first sermon in the Town of Arlington—a good Methodist one—at the house of Clark M. Young in the summer of 1845. For several years he visited the town from time to time, but no class appears to have been formed. In 1854 Rev. T. Lewis, also of Lodi, preached Presbyterian doctrine at the house of A. P. Smith. Shortly afterward a congregation was formed in Arlington, but no church building erected.

In the spring of 1847 Elder Wood, of Wyocena, a Baptist minister, preached the first sermon in the Town of Otsego, at the home of Stephen James on Section 23. Two years afterward Reverend Hanson, a Methodist clergyman, organized a class in the schoolhouse in Section 23.

In the spring of 1849, the Calvinistic Methodists erected the first church building in the Town of Springvale, on Section 12.

In the same year the Protestant Methodists organized the pioneer religious church of the Town of Marcellon at the postoffice by that name. The congregation disbanded in a short time, however, the greater portion of the members uniting with the Methodist Episcopal Church at Pardeeville.

The first sermon preached in the Town of Newport was at the house of A. B. Stearns July 5, 1852, the occasion being the death of L. W. Stearns. The first sermon preached in the English language, where people assembled for religious purposes, was at the house of E. A. Toles, Jr., in March, 1853, and was delivered by Elder Anderson, of the Methodist Episcopal Church.

The first religious services in the Town of Newport were held by the

Norwegians who organized an Evangelical Lutheran Church in 1852, as already stated. In April, 1857, a lot was selected on the northwest quarter of Section 20, and soon after completed and opened for worship. The entire work was accomplished by volunteer labor. Rev. H. A. Preus was the first pastor and served the congregation for fifteen years.

The Norwegian Evangelical Lutheran Church in the Town of Lewiston was organized by Mr. Preus in 1851, and a small house of worship was erected in 1873 on the northeast quarter of Section 20. The German Evangelical Lutheran Church was formed in 1853 by the Germans living in the west part of the town. In the same year the Methodists organized in the schoolhouse of District No. 2. In 1858 the German Methodist Episcopal Church was founded, and a house of worship erected on Section 26 in 1860.

The Welsh are strong in the Town of Randolph, and for some time before 1854 the Welsh Calvinistic Methodist Society had held religious meetings in the old Lake Emily Schoolhouse and in private houses. In the summer of that year they built a church edifice on land donated by F. R. Roberts on Section 12, that town, and it was dedicated on the first Sabbath of December, 1854. The name of the church was declared to be "Engedi," a Hebrew name signifying "a fountain of pleasant waters." The cemetery adjoining the church was called Machpelah, after the cave purchased by Father Abraham. Rev. John Daniels was the first and only pastor. The church building was enlarged in 1870.

Randolph Center had a number of churches in the early times, like the First Wesleyan Methodist, organized in 1858, and the Methodist Episcopal at a still earlier date. The German Catholic Church on Section 7 was built in 1861.

The above is presented as a fair picture of the efforts of the various denominations to establish themselves throughout Columbia County, and their continued activities and good works are detailed in the more elaborate histories of the localities which follow.

CHAPTER XII

MILITARY RECORD

JEFFERSON DAVIS—EDWIN V. SUMNER—OTHER NOTED OFFICERS OF FORT WINNEBAGO—THE PORTAGE LIGHT GUARD—COMPANY G, SECOND WISCONSIN VOLUNTEER INFANTRY—FIRST WISCONSIN REGIMENT TO ENTER THE SERVICE—RECORD OF THE SECOND WISCONSIN—COMPANY D, FOURTH REGIMENT—GENERAL BAILEY AND MAJOR PIERCE—GENERAL BAILEY AND THE RED RIVER DAM—COMPANIES A AND B, SEVENTH REGIMENT—COMPANY H, ELEVENTH REGIMENT—COMPANY D, NINETEENTH REGIMENT—COMPANIES C, G AND H, TWENTY-THIRD REGIMENT—GENERAL AND JUDGE J. J. GUPPEY—RECORD OF THE TWENTY-THIRD—COMPANIES A AND E, TWENTY-NINTH REGIMENT—COMPANY K, THIRTY-SECOND REGIMENT—LAST INFANTRY COMPANIES—CAVALRY AND ARTILLERY—THE DRAFTS IN THE COUNTY—GUPPEY GUARD OF PORTAGE—COMPETITIVE DRILLS—CAPTAINS AND ARMORIES—COMPANY F, THIRD REGIMENT, W. N. G.—COMPANY F IN SPANISH-AMERICAN WAR—THE NEW ARMORY.

The History of Fort Winnebago and the careers of many officers of the post who attained fame both in the Mexican and Civil wars, give the military affairs of Columbia County a national importance.

JEFFERSON DAVIS

The part taken by the garrison and its commanders in the Black Hawk war has been described, Lieut. Jefferson Davis first coming into notice as an active officer in the field. In the pursuit of Black Hawk, Edwin V. Sumner also served as a lieutenant of dragoons. Both were young officers at Fort Winnebago.

Davis, as the world knows, was one of the most distinguished figures in the Mexican war and at the head of the Confederacy in the Civil war.

EDWIN V. SUMNER

Sumner was a Massachusetts man. In 1819, at the age of twenty-three he joined the United States army as second lieutenant; became first lieutenant in 1823 and as such served in the Black Hawk war; was promoted to a captaincy of dragoons in 1833 and to major in 1846. In April, 1847, he led the famous cavalry charge at Cerro Gordo, in which he was wounded. For his bravery at that engagement he was brevetted lieutenant-colonel. He distinguished himself in all the other battles of the Mexican war in which he participated. At Molino del Rey he commanded the entire cavalry force of the United States army, holding five thousand Mexican lancers in check, for which he was brevetted colonel. Subsequently he was made lieutenant-colonel of dragoons and military governor of New Mexico, and in 1857 led a successful expedition against the Cheyennes, whom he defeated at Solomon's Fork of the Kansas River. Joining the Union army in the Civil war, by May, 1862, he had reached the rank of brevet major-general. He commanded the left wing at the siege of Yorktown; was in all the battles of the Peninsula and twice wounded; was again wounded at Antietam, and at Fredericksburg, in December, 1862, commanded the right grand division of the army. He died at Syracuse, N. Y., March 21, 1863.

OTHER NOTED OFFICERS OF FORT WINNEBAGO

A younger comrade of General Sumner's at Fort Winnebago was Lieut. William Steele, of New York, who also honored himself in the Mexican war and on frontier duty against the Indians. He joined the Confederacy, and survived the war.

Maj. David E. Twiggs, the first commandant and builder of the fort, distinguished himself at Monterey, in the Mexican war, but was dismissed from the Federal service in February, 1861, for surrendering United States stores in Texas before that state had seceded from the Union. For a time he was a Confederate general.

One of Twiggs' lieutenants was William S. Harney, who afterwards so distinguished himself in campaigns against hostile Indians in Florida, and was finally brevetted a brigadier-general for long and faithful services.

Lieut. Randolph B. Marey, who was on duty at Fort Winnebago in 1837-40, saw active service in both the Mexican and Civil wars. He was the father-in-law of George B. McClellan, afterward commander of the Union army, and under the latter he served as chief-of-staff, attaining the rank of brevet brigadier-general.

Lieut. Nathan B. Rossell joined the Fifth Infantry at Fort Winnebago in 1839. He was one of the youngest of the officers, and that was his first post. He was severely wounded at Molino del Rey, being brevetted for his distinguished services there and presented with a gold sword by his native state of New Jersey. When the Civil war broke out he was in command at Fort Albuquerque, New Mexico, and was killed in action at Gaines Mill, while leading the Third Infantry.

Many others might be mentioned whose military careers virtually commenced at old Fort Winnebago. Its evacuation in 1845 was made necessary by the call of troops to the Mexican frontier. While hostilities were in progress, permanent settlers had not come into the county in such numbers as to call for any levy upon them. The home military record of Columbia County therefore commences with the outbreak of the War of the Rebellion.

THE PORTAGE LIGHT GUARD

Several years before it broke, it became evident to thoughtful citizens that the Civil war was bound to come, and in the late '50s military organizations were springing up throughout the North. The Portage Light Guard, the first of its kind in Columbia County, was organized in 1859, but did not enter actively into military discipline and drill until early in 1861. By the time a re-organization had been effected, hostilities had commenced, and the President's call issued for seventy-five thousand volunteers.

COMPANY G, SECOND WISCONSIN VOLUNTEER INFANTRY

The Light Guard promptly offered its services, and was assigned to the Second Regiment, Wisconsin Volunteers, as Company G. It was mustered into the Union service at Camp Randall on June 11, 1861, with the following officers: Capt. John Mansfield, First Lieut. A. S. Hill, Second Lieut. S. K. Vaughan, Sergeants W. S. M. Abbott, G. W. Marsh, Charles D. Ettinger and John G. Kent. There were eight corporals, two musicians and eighty privates; twenty-five more enlisted at Fort Tillinghast, Va., in the following October, and still later (from the fall of 1861 to the winter of 1864) nineteen more joined the ranks of Company G.

FIRST WISCONSIN REGIMENT TO ENTER THE SERVICE

The various companies of the Second Wisconsin were organized at Camp Randall early in May, 1861, and on the 16th of the month, with

the other commands, Company G re-enlisted for three years, "or during the war." As stated, it was mustered into the service June 11, the Second Wisconsin Regiment being the first organization to be thus received into the United States service from that state. On the 20th of the same month the regiment left for Washington, and was the first body of three-years' men to appear at the national capital.

RECORD OF THE SECOND WISCONSIN

As a part of that command, Company G participated in the movement on Manassas, where during a terrific assault on one of the enemy's batteries the regiment sustained a heavy loss. In March of the next year, after it had become consolidated with the famous Iron Brigade under Gen. Rufus King, the Second was in the advance in the continued operations against Manassas. On the 28th of August, the brigade was assigned a position in the advance line, and proceeded slowly on the left of the army to Groveton, via Gainesville. While moving by the flank in the march toward Centerville, the Second Regiment was attacked by a battery posted on a wooded eminence to the left. It promptly advanced and soon encountered the infantry. While awaiting the rest of the brigade, the regiment checked for nearly twenty minutes the onset of Stonewall Jackson's entire division, under a murderous fire of musketry. When the brigade arrived, the battle was continued until 9 o'clock in the evening, when the enemy was repulsed, and the entire army passed on the road to Centerville.

The Second took a prominent part at the storming of Turner's Pass, South Mountain, and at the battles of Antietam and Fredericksburg. It was in the advance at Gettysburg, where it suffered a loss of thirty per cent of the rank and file. Its total loss at that date amounted to 652 killed, wounded and missing.

In December, 1863, forty members of the Second re-enlisted and on January 28, 1864, arrived at Madison, received their furloughs and dispersed to their homes. During their absence, the remainder of the Second, with the non-veterans of the brigade, participated in a reconnaissance to the Rapidan River. About the 1st of March, the veterans returned to the front, and their regiment was soon after assigned to the First Brigade, Fourth Division, Fifth Army Corps.

The Iron Brigade then participated in the battles of the Wilderness and Spottsylvania Court House. After the latter engagement the Second Regiment, having been reduced to less than one hundred men present for duty and having lost both field officers, was detailed as provost guard to the Fourth Division, Fifth Army Corps, thus severing its connection

with the Iron Brigade. In that capacity the remnant of the Second arrived at Bottom's Bridge, on the Chickahominy, on June 11, where they remained until the expiration of their term of service. Those absent on detached duty were recalled, and on June 11 the little band of battle-scarred veterans took its departure for home, arriving at Madison on the 18th.

Those who had joined the regiment at various times after its original organization were formed into an independent battalion of two companies under Capt. D. B. Dailey and assigned to provost duty. They participated in the battle before Petersburg, and in November were transferred as Companies G and H to the Sixth Wisconsin, with which they were mustered out.

Company G suffered its severest loss at Gainesville (Second Bull Run). It went into the engagement with 54 men, and lost in killed and wounded 43, 13 being killed outright.

COMPANY D, FOURTH REGIMENT

Company D, Fourth Regiment, was recruited at Kilbourn City, and went into camp at Racine June 6, 1861, with the following commissioned officers: Joseph Bailey, captain; Walter S. Payn, first lieutenant; Edwin R. Herren, second lieutenant. On the 15th of July they left for Baltimore, remained in Maryland acquiring discipline and drill until November, and after various unimportant movements joined the Army of the Gulf at Ship Island, Miss., on March 12, 1862. The hardships of the voyage engendered much disease, and many of the soldiers found a grave in the sands of the Gulf of Mexico. The company was present at the bombardment and capture of the forts in the Southwest Pass by Porter and Farragut, and in May embarked in captured transports on an expedition which extended to Vicksburg. It participated in the famous thirty-days' siege of that stronghold of the Confederacy, as well as in all the operations centering in and around Baton Rouge. The Fourth Regiment led the advance in driving the enemy within his works at Port Hudson, where it suffered fearful losses, as well in the assaults against the Confederate forces within. In July the regiment returned to Baton Rouge and in the following month was completely equipped as cavalry. Subsequently, until May, 1866, the Fourth did excellent service against guerilla bands of Confederates and marauding Indians, its operations extending to Texas and the international boundary.

GENERAL BAILEY AND MAJOR PIERCE

But Company D achieved its greatest fame because of the splendid services rendered to the Union cause in the Southwest by Joseph Bailey, who went out as its captain and in May, 1864, had reached the rank of brigadier-general by promotion.

The company, during its existence, had as captain besides General Bailey, E. R. Herron, Guy C. Pierce and A. C. Ketchum. "Major Pierce was one of General Bailey's most trusted staff officers. Being clear of brain, brave and quick to perceive, he possessed an iron nerve and was many times detailed for perilous duty. He was four times wounded. Chosen as the recipient of a congressional medal of honor for brave and meritorious conduct at the siege of Mobile, Major Pierce has also numerous letters and relics, and has recorded many historical incidents which future generations will value as without price."

GENERAL BAILEY AND THE RED RIVER DAM

The foregoing was written by Chester W. Smith, county superintendent of schools, to whom we are also indebted for the following graphic sketch of "General Joseph Bailey and the Red River Dam:"



GEN. JOSEPH BAILEY

"Many citizens of Wisconsin have heard of the Red River Dam, but not all of them know that its originator and builder was a Wisconsin soldier and received his practical education in the lumber camps of northern Wisconsin. Fewer yet realize that this man of rugged courage, adaptable knowledge, and unlimited energy saved to the Union cause an entire fleet of gun boats and thereby cut short by two years the greatest civil war of history.

“When Beauregard’s rebel guns woke the North to united action against secession, Mr. Joseph Bailey was a respected citizen of Kilbourn City, Columbia County, Wisconsin. He entered the service on May 18th, 1861, as captain of Company D, Fourth Wisconsin Volunteers. He was a man of commanding stature, great natural ability as a leader and manager of men. In July, 1863, he was made Lieutenant Colonel of his regiment, and in the spring of 1864 he was serving under General Franklin’s staff in Louisiana, as chief engineer.

“In April of this year Rear Admiral Porter’s fleet of gun boats had passed up the Red River as far as Alexandria, some 200 miles above Baton Rouge. These gun boats were intended to work in connection with the land forces of the Union army to complete the subjugation of the South in southern territory.

“But the campaign was not proving a success and just as the army was preparing to retreat, the water in the Red river suddenly fell, leaving the whole Union fleet stranded above the rapids near Alexandria.

“With a hostile people all about them, the enemy’s army watching for an opportunity for attack, supplies cut off and provisions short, Admiral Porter saw only the utter loss of his fleet and certain necessity of being compelled to destroy the whole squadron to prevent their falling into the hands of the enemy. Expert civil engineers of the army were consulted with no relief. They declared that it would take a year to construct a dam across the river to float the boats. Looking at the problem from the standpoint of their book-knowledge and lack of experience, no doubt they were right.

“But the man of practical knowledge, the man for the hour, was there in the person of Lieut. Col. Joseph Bailey. He was there with confidence in himself and in his plan, and he had the nerve to offer his idea to the Admiral. But the great naval officer scouted the idea as wild and impossible. All of his best engineers, educated at West Point, ridiculed the plan, so that nothing was done for twenty days.

“But the man of experience and courage, the man who had made whole fleets of logs float down shallow streams in Northern Wisconsin knew what he was talking about. He persisted and finally Admiral Porter agreed to ask permission of General Banks of the army to allow Colonel Bailey to try the experiment. Banks gave his consent only as a last resort.

“Now the plan that Colonel Bailey proposed was not new as to the fact that a dam in a river will raise the water above it. The value of Bailey’s knowledge was that it offered a way to build that dam, and free those big, helpless boats, in ten days, instead of a year’s time:

“Once the project was decided upon, gloom changed to exultation.

General Banks gave orders to supply Colonel Bailey with every possible need he might require. He asked and obtained 3,000 men, 300 teams and wagons, all the axes and tools that could be found, iron bolts and bricks from the numerous sugar mills along the river, stones from newly made quarries, planks from old or new buildings. There were two or three regiments of Maine men, who were sent into the near-by woods to cut down trees, which were brought to the river with all their branches on.

"The rapids over which the water must be raised to allow the boats to pass, were about a mile in length, and the river was about 600 to 800 feet wide where the dam was to be constructed. To build a dam reaching all the way across the river was impossible, nor was this a part of Bailey's plan. He began by building wing, or bracket, dams about 300 feet long, reaching from each bank of the river, thus leaving a middle chute about 66 feet wide for the boats to go through.

"The dams were constructed by floating on barges the logs, trees, stone, old iron from the mills, and whatever could be used to stop the current and back the water up the channel. At the end of these wings four of the largest coal barges, 170 feet long, were loaded with stone and sunk. Log cribs were made, floated to the desired place, filled with stone and sunk, after which long iron bolts were driven through them into the hard bed of the river. This was necessary as the current at this point had a velocity of ten miles an hour.

"The men worked almost day and night and at the end of the eighth day the water was high enough to start the boats. Every one marveled, and the tired men grew strong with hope and coming victory. But the next morning the tremendous force of the increased volume of water swung one of the big barges from its anchorage and again the water fell to its former stage.

"Shouts changed as suddenly to doubts and disappointed hopes. Men who had opposed the idea now came forward with their 'I-told-you-so's' and the civil engineers demanded that the effort be abandoned before it was too late to burn the boats and escape being captured by the enemy.

"Then was shown the mighty significance of having a Man present who knew himself and his job. Men recognize a leader. For the past eight days these men had been working, many of them, up to their waists in water and in the hot sun. They now saw their labors tossed aside as of no avail.

"But Colonel Bailey and his corps of assistants never showed a moment's hesitating doubt. Orders were immediately issued to begin the construction of other wing dams and those men redoubled their efforts for they had faith in the man who had faith in himself.

"In three days the water rose to a sufficient height to allow every boat

of the fleet safe passage over the rapids and down the river to freedom. The Southern army was as astonished as it was disappointed, while the glad acclaims of those who held dear the Union cause, were heard for many days.

"Colonel Bailey was the hero of the hour and received promotion to the position of brigadier general. Rear Admiral Porter and his staff had ordered made a beautiful sword with sheath and hilt of gold, and also a solid silver punch bowl, standing two feet high, which were presented to General Bailey. These magnificent gifts were made by the Tiffany Company of New York and were beautifully engraved with appropriate inscriptions. They are now in the Wisconsin State Historical Museum at Madison.

"After being honorably mustered out in 1865, Gen. Bailey returned to Kilbourn City, his home. In 1866 he moved to Vernon County, Mo., and the same year he was elected sheriff of the county. The next year he was shot by assassins whom he had antagonized in doing his duty by enforcing the law.

"The name of Gen. Joseph Bailey should live in the annals of his country along with the many other brave soldiers who gave their all in defence of home and liberty."

COMPANIES A AND B, SEVENTH REGIMENT

Companies A and B, Seventh Regiment, were from Columbia County, the former from Lodi and the latter from Portage, known as the Columbia County Cadets. Company A was commanded by Capt. George Bill, with Hollon Richardson as first, and Richard Lindsey as second lieutenant; Company B, by Capt. James H. Huntington, with John Walton as first, and S. L. Bachelder as second lieutenant. The Seventh Regiment rendezvoused at Camp Randall in August, 1861, and in October joined General King's command known as the Iron Brigade. The principal losses to A and B occurred at the two Bull Runs, South Mountain, the Wilderness, Gettysburg and Fredericksburg.

COMPANY D, TENTH REGIMENT

Company D, Tenth Wisconsin Infantry, was formed in August, 1861, and was known as the Fremont Rifles. James L. Coffin was captain, Thomas L. Kennan first lieutenant, and George W. Marsh second lieutenant. In October, 1861, the Tenth was mustered into service at Camp Hutton, Milwaukee, and served in Kentucky, Tennessee and in Sher-

man's movement toward Atlanta. It was at Champlin Hills, Chickamauga, Dallas, Kenesaw Mountain and Peach Tree Creek.

COMPANY H, ELEVENTH REGIMENT

Company H, Eleventh Regiment, was organized in September, 1861, and accepted at Camp Randall for service October 18th, with Alexander Christie as captain, Eli H. Mix as first lieutenant and Isaac J. Wright as second lieutenant. It saw active service in Arkansas, Louisiana, Texas, Mississippi and Alabama. The Second Brigade to which it was attached took part in the battle of Champion Hills, in the siege of Vicksburg and the Red River expedition, and the Eleventh was finally mustered out of the service at Mobile, September 4, 1865. The regiment suffered a death loss of 348; 262 of whom died of disease. Captain Christie resigned in January, 1864, and was succeeded by Lieut. James O'Neal.

COMPANY D, NINETEENTH REGIMENT

Company D, Nineteenth Regiment, was recruited in December, 1861, with Samuel K. Vaughan as captain, William H. Spain as first lieutenant, and Edward O. Emerson as second lieutenant. The command was mustered into service April 30, 1862, and left for the Potomac on the 2d of June. The boys were engaged for the first time at Newberg, N. C., on the 1st of February, 1864. In June they accompanied the advance of Grant's army in its assault upon Petersburg. After enjoying a veteran furlough, in October they proceeded to the trenches before Richmond. The regiment participated in the battle of Fair Oaks, and in April of the following year was a part of the Union army which marched into Richmond and planted the regimental colors on the city hall. On the 9th of August, 1865, the regiment was mustered out of the service in the capital of the Confederacy.

COMPANIES C, G AND H, TWENTY-THIRD REGIMENT

Companies C, G and H, Twenty-third Regiment, were all organized in Columbia County. C was raised in Portage, with Edgar F. Hill as captain; G was from Columbus, James E. Hazelton captain, and H from Lodi, with E. Howard Irwin captain. J. J. Guppey, promoted from the Tenth, was colonel of the Twenty-third during its entire service. He was wounded and taken prisoner at Carrion Crow Bayou, La., Novem-

ber 3, 1863, and exchanged in December, 1864. Captain Hill, of Company C, became lieutenant-colonel of the regiment in August, 1863

GENERAL AND JUDGE J. J. GUPPEY

Joshua J. Guppy, of Portage, colonel of the Twenty-third for nearly three years, was one of the most distinguished citizens of Columbia County. He was a native of New Hampshire, and while a student at Dartmouth College was captain of its military company, showing even in his early youth one of the strong tendencies of his life. Admitted to the bar of the Granite State in 1846, when twenty-six years of age, he located at Columbus, Columbia County, in the same year. In the following year he was appointed colonel of the county militia, and held the office of judge of probate and county judge from the fall of 1849 to January 1, 1858; was superintendent of the public schools of Portage city from 1858 to 1861, and on September 13th of the last named year was commissioned lieutenant-colonel of the Tenth Wisconsin Volunteer Infantry. He was in active service as such until July 25, 1862, when he was promoted to colonel of the Twenty-third, and held that position with high honor to the end of the war. He was wounded and taken prisoner at the engagement at Carrion Crow Bayou, La., and in March, 1865, was brevetted brigadier-general "for gallant and meritorious services during the war."

In April, 1865, while absent in the service General Guppy was re-elected county judge for four years from January 1, 1866, and held that office by successive elections until 1882. In 1866 he was again elected superintendent of city schools, serving thus until 1873. Whether in military or civil activities, Judge Guppy acquitted himself as a man of unusual ability and conscientiousness.

RECORD OF THE TWENTY-THIRD

The Twenty-third Regiment early joined the army destined for the reduction of Vicksburg, its first engagement of any note occurring at Fort Hindman on the Arkansas River, which surrendered largely as the result of the fierce assault delivered by the Thirty-third. The regiment received many congratulations for its conduct from the division and brigade commanders. The Yazoo swamps laid many of the soldiers low, but the health of the men improving, active operations were resumed. They fought on the battlefield at Fort Gibson, Miss., and were the first to enter the village. The Twenty-third won fame at the battles of Champion Hills and Black River Bridge, at the latter engagement capturing the Sixtieth

Tennessee with its colors. It was at the front in the general assault on Vicksburg, at the close of the siege the regiment numbering but 150 men ready for duty. Later, at Carrion Crow Bayou, the regiment was attacked by a greatly superior force of the enemy, but, with reinforcements, regained the ground at first lost, although at great sacrifice. The regiment then engaged in the Red River expedition, the battle of Sabine Cross Roads and the investment of Mobile, being mustered out of the service July 4, 1865.

COMPANIES A AND E, TWENTY-NINTH REGIMENT

Companies A and E, Twenty-ninth regiment, were composed almost entirely of citizens from Columbia County. Bradford Hancock, who became colonel of the regiment in April, 1865, was the first captain of Company A, and was succeeded by O. F. Mattice and O. D. Ray, the latter being promoted from the ranks.

Company E was recruited along the border between Columbia and Dodge counties, and its captains were Hezekiah Dunham, Darius J. Wells and Joshua A. Stark.

The Twenty-ninth was mustered into service at Camp Randall September 27, 1862, and its fine record is identified with the operations of the Army of the Southwest. Its first battle was at Port Gibson and, although the command was made up of raw recruits, the brigade commander commended its conduct highly, and at the battle of Champion Hills, fought soon afterward, it is credited with having made one of the most brilliant charges of the entire war, capturing over three hundred prisoners, a stand of colors and a brass battery. The regiment continued its good record at the siege of Vicksburg, the siege of Jackson, the battle of Sabine Cross Roads, the work connected with the construction of the famous Red River Dam under the superintendency of Colonel Bailey, and the concluding battle before Mobile.

COMPANY K, THIRTY-SECOND REGIMENT

Company K, Thirty-second Regiment, was recruited in August, 1862, and mustered into the service at Camp Bragg, Oshkosh, September 25th following, with John E. Grant as captain. In November the regiment joined General Sherman's command at Memphis, Tenn., and accompanied his army later in its famous march to the sea, and from Savannah north through the Carolinas to Richmond. It reached the Confederate capital May 9, 1865, on the 24th of that month it took part in the grand review at Washington, and was mustered out on the 12th of June.

LAST INFANTRY COMPANIES

A portion of Company E, Forty-second Regiment, was raised in Columbia County during the fall of 1864, and Company D, Forty-sixth Regiment, in which there were a few Columbia County boys, was recruited in the first two months of 1865.

CAVALRY AND ARTILLERY

Company E, Second Wisconsin Cavalry, was known as the Columbia County Cavalry. It was recruited in the fall of 1861, was accepted for service at various dates between December, 1861, and March, 1862, and its captain was George N. Richmond. The regiment left Camp Washburn, Milwaukee, March 24, 1862, and its operations were mostly around Memphis and Vicksburg.

Company F, First Heavy Artillery, organized at Portage in September, 1864, with Erastus Cook as captain. The company left Camp Randall on the 3d of October, 1864, and was assigned to duty in the defenses of Washington. It remained at that point until June 26, 1865, when it was mustered out of service. It was the only company of troops going from Columbia County which returned without loss of life.

THE DRAFTS IN THE COUNTY

In proportion to population the number of citizens in Columbia County who volunteered to serve the Union cause on the field of battle was as large as any county in the state. But despite appeals from the local newspapers to avert such a course, which was considered by some as a reflection upon patriotism, and the strenuous efforts of the recruiting agents, the "draft" came to Columbia County as it did to other sections of the North. In June, 1863, Provost Marshal S. J. M. Putnam of Janesville, under orders, appointed the following enrolling officers to register the names of those liable to military duty in Columbia County: Perry G. Stroud, Newport; E. F. Lewis, Lewiston; J. B. Wood, Fort Winnebago; Hiram Albee, Marcellon; David H. Langdon, Scott; John M. Bay, Randolph; Jeremiah Williams, Courtland; John H. Rowlands, Springvale; Henry Converse, Wyocena; Wells M. Butler, Portage and Pacific; J. C. Mohr, Caledonia; Jacob Cosad, De Korra; Jesse F. Hand, Lowville; E. W. McNett, Otsego; E. T. Kerney, Fountain Prairie; G. W. Campbell, Columbus; William K. Custer, Hampden; Ammond Christophers, Leeds; A. G. Dunning, Arlington; Thomas Yule, Lodi; Cyrus Hill, West Point.

Toward the latter part of July, the enrolling officers having completed their work, it was found that the number of persons in Columbia county liable to military duty was 2,045 of the first class and 1,609 of the second. Under the president's call for 300,000 men in 1863, the quota to be filled in the county was about two hundred and seventy. The total number of volunteers up to August 20th of that year was 1,602, or 260 in excess of the quotas under the volunteer calls of 1861-62. As announced by the provost marshal who superintended the enumeration of Columbia County, the number to be drafted in its several towns was 353. The excess of 260 under the 1861-62 calls being deducted, there remained but ninety-three to be supplied under the call of January, 1863.

And so the balancing of debits (quotas due) and credits (volunteers) went on for twenty months or more before the draft actually was "pulled off." In July, 1864, the president issued another call for 500,000 men, and after much figuring among those interested in the prospective drawing it was discovered that Columbia county's quota to be furnished was 806. The 21st of September was an interesting day to those whose names went into the box at Janesville. The quota of Portage was eighty-six, and prominent among those who drew prizes were E. C. Maine, D. G. Muir, H. O. Lewis, V. Helmann, William Armstrong, J. P. McGregor, F. H. Ellsworth, W. W. Corning, L. Breese, John T. Clark, James Collins, Carl Haertel, A. J. Turner, Alva Stewart and Israel Holmes. Most of those mentioned belonged to the Draft Insurance Club, and were entitled to draw \$380 each from a citizens' fund to pay substitutes. Supplementary drafts soon followed in a few of the towns.

Another call for 300,000 volunteers having been made on the 19th of December, 1864, it was ascertained that Columbia County's quota would amount to 423 men. The quota of Portage by wards was fifty-one. There was some lively volunteering about this time, under the patriotic influence of nearly five hundred dollars bounty, \$200 wages for a year, with board and clothes and very little prospect for a fight.

A draft took place in the towns of Marcellon and Lewiston on the 27th of February, 1865, but by the time the drawing was announced nearly every man in those towns liable to be drafted had enlisted.

GUPPEY GUARD OF PORTAGE

The name of General and Judge J. J. Guppy was given to the famous militia of Portage which, since 1883, has been known as Company F, Third Regiment, Wisconsin National Guard. Prior to that time the Guppy Guard had acquired a state-wide reputation as a finely drilled organization.

On the 6th of July, 1877, a meeting was held at the court house in Portage for the purpose of organizing a military company. A petition was then and there signed by sixty-five young men of legal military age and presented to General Guppy, requesting him to appoint someone to organize a company as provided for under the laws of the state. A. J. Turner was selected for the undertaking, and at the first meeting of the company A. H. Russell, who had served several years in the Civil war, was elected captain, Homer S. Goss first lieutenant, and George S. Race, second lieutenant. Soon afterward the company received from the state sixty Springfield rifles, with belts and cartridge boxes, and at once commenced regular drills. The citizens of Portage subscribed money for the uniforms of gray, known as West Point cadet cloth, with gold lace and dark facings.

COMPETITIVE DRILLS

The first competitive drill took place at Reedsburg, Wis., July 4, 1879, the rivals of the Guppeys being the Mauston Light Guard, then one of the best companies in the state. Honors were so evenly divided that the \$100 prize was split between the two organizations. At the September competition of the same year, held at Portage, the local company was second to the Mauston Light Guard, but in October it took first prize.

In January, 1880, the Guppy Guard participated in the inaugural ceremonies at Madison, and had the satisfaction of reading the following in a city paper: "The Guppy Guard, of Portage, Capt. J. D. Womer, 'went in on its muscle,' and showed the crowd something grand. Cheer after cheer went up as the company went through with some of its fancy and most difficult movements. The other companies indulged in the usual parade movements only. Portage City is assured that her company 'took the palm' in the drill business in our city, and the captain of this company may well be proud of his men."

The first executive officers of the Guppy Guard were as follows: J. J. Guppy, president; A. J. Turner, vice president; John T. Yule, secretary; H. S. Goss, treasurer.

CAPTAINS AND ARMORIES

Charles C. Dow followed Captain Womer in command of the company, and after him came J. C. Britt. Just before the latter's commission arrived the guard was called to Eau Claire to quell the strikers in the sawmills in that city. Capt. V. E. Brewer followed Captain Britt and

held the command until the fall of 1888. During the incumbency of the former, the Guppy Guard joined with the Masons in erecting the armory and Masonic Hall building on DeWitt Street. It was completed in 1883. During the later '90s the Masons acquired the title to the entire property, renting the lower floor to the postal authorities when the new armory of Company F was completed and thrown open in the upper story of the present city hall. This was in 1901.

COMPANY F, THIRD REGIMENT, W. N. G.

After being assigned to various commands in the Wisconsin National Guard, the Portage company became at the organization of the regiment in 1883, Company F, First Battalion, Third Infantry, as it is today.

George C. Carnegie, formerly first lieutenant, succeeded Captain Brewer in 1888, and commanded the company until his promotion to the head of the Third Battalion of his regiment in 1895. Major Carnegie died two years later, while holding a temporary position as officer in the guard of the Nashville exposition.

H. S. Rockwood, who had been promoted to the captaincy of Company F upon Captain Carnegie's promotion, resigned in the summer of 1897, being succeeded by Frank T. Lee. Captain Lee held the office until January, 1899, when the Third Regiment was mustered out of the United States service, after the Spanish-American war.

COMPANY F IN SPANISH-AMERICAN WAR

As a unit of the Third, Company F volunteered for service in the war. It left Portage on April 28, 1898, and as part of the command, embarked at Charleston, S. C., for Porto Rico. Both the Second and the Third regiments participated in the capture of Ponce, three months after leaving home, taking an active part in the taking of Coamo. The troops fought in various skirmishes up to the signing of the protocol of peace in August. Several members of Company F were wounded, and Corporal Frank B. Loomis and Private James Gamble subsequently died in a Coamo hospital. At the muster-out at Portage, in January, Frank T. Lee was captain, William O. Kelm, first lieutenant, and H. S. Rockwood, second lieutenant. In addition, there were eighteen officers, two musicians, an artificer and a wagoner, and seventy-three privates: three members of the company had been honorably discharged, and there had been two deaths of typhoid fever, as noted.

THE NEW ARMORY

Since the Spanish-American war Company F has been well supported and its ranks maintained at the legal standard—sixty-five in times of peace. Its armory in the new city hall building is commodious and strictly metropolitan, with equipment to match. Guy F. Godell is captain, Samuel B. Ernsperger, first lieutenant, and Frank B. Ernsperger, second lieutenant.

The armory drill hall occupies a space of 72x73 feet on the Wisconsin street side of the second and third floors, and is reached by two wide maple stairways from the first floor. Like all the other floors in the building, the floor is of matched maple. The wainscoting and other woodwork throughout are of southern pine in natural finish. A wide balcony runs around the hall on three sides, and on a level with the hall floor at the Clark Street side are reception, dressing and smoking rooms. Above these, and level with the gallery, are the officers' quarters.

Columbia county is proud of Company F which, like other units of the Wisconsin National Guard, has always upheld the fine traditions of United States soldiers, whether members of the regular army or the volunteer service.

CHAPTER XIII

THE CITY OF PORTAGE

FIRST WHITE WOMAN AT THE PORTAGE—THE SETTLEMENT GROWS—THE CANAL BOOMS THINGS—PLATTING THE TOWN OF FORT WINNEBAGO—THE GUPPEY PLAT—INCORPORATION AS A CITY—INCREASE OF POPULATION—THE PRESENT CITY—CHICAGO & WISCONSIN VALLEY RAILROAD—THE FINE CITY HALL—FREE PUBLIC LIBRARY OF PORTAGE (MRS. J. E. JONES)—THE CITY WATER WORKS—ELECTRIC LIGHT AND TOWER—COMMISSION FORM OF GOVERNMENT ADOPTED—PROTECTION AGAINST FIRE—WISCONSIN RIVER BRIDGES—FINAL DISSOLUTION OF \$119,000—NOMENCLATURE OF PORTAGE STREETS (A. J. TURNER)—EXPERIMENTS IN BANKING—CITY BANK OF PORTAGE—FIRST NATIONAL BANK—PORTAGE LOAN AND TRUST COMPANY—THE EULBERG BREWING COMPANY—EPSTEIN BROTHERS' BREWERY—THE PORTAGE HOSIERY COMPANY—LL. BREESE.

When you weed out the inhabitants of old Fort Winnebago, and the traders, and the carriers, and the interpreters at the portage, who by no stretch of prose license could be classed as "permanent," the first real householder of the settlement which developed into Portage was Henry Carpenter. Long after, when he had become a resident of Waushara County, Wisconsin, he wrote: "I landed in Portage in July, 1837—my wife and I, and a man and his wife by the name of Hart. Henry Merrell was keeping a sutler's store when I came, in a building close by the fort. He afterward built and moved to the west side of Fox River.

FIRST WHITE WOMAN AT THE PORTAGE

"The first white woman who came to the portage and permanently settled there was Sarah Carpenter, my wife; the first white child born at the portage was George Carpenter, my son.* Silas Walsworth kept a

*Mr. Carpenter is now, and has been for years, a resident of Milwaukee.

small grocery on the Wisconsin River near the place where I built my hotel. Gideon Low (an army officer, then living at the fort) was building the Franklin House when I came, and afterward moved into it."

Neither Carpenter nor Low came to Portage to settle there, although they finally became residents. The same may be said of Henry Merrell, who built a store on the west side of Fox River opposite the fort (and therefore within the present city limits) about the time that Carpenter erected the original United States Hotel. Silas Walsworth, whom Carpenter found living at the portage in July, 1837, was a new arrival. He afterward married the widow of Pierre Pauquette, and in 1846, at the organization of Columbia County, was chosen county judge, although he failed to qualify. He was a typical trader—here one day, and there, the next.

THE SETTLEMENT GROWS

Andrew Dunn, Hugh McFarlane, Clark Whitney, J. Garrison, Archibald Barker, Jonathan Cole and others came in 1838—the first three to stay, as the future was to develop. In 1839-40 immigration set in with some strength, and within the next fifteen years the "entrepot of Central Wisconsin" really stood up to the name by which its people were wont to call it.

Before the arrival of Mr. Carpenter the Portage Canal had been chartered, and in 1838 digging actually commenced at a point on the Fox River now intersected by the Chicago, Milwaukee & St. Paul line. Its course was along Bronson Avenue, about two rods north, entering the Wisconsin River near Mac Street. After about ten thousand dollars had been spent on that route work ceased.

THE CANAL BOOMS THINGS

But enough had been done to start a boom in the lowlands. "When it was finally decided that there should be a canal, before the survey had been made, great excitement prevailed among the people owning and occupying the little cluster of houses along Wisconsin Street. It was generally believed that the two rivers would be connected through Bronson Avenue, inasmuch as the two streams approached nearest together at this point, and a demand for property along the avenue was necessarily soon manifest. But, as experience has long since taught, there is no telling where canals and railroads are going until they get there; the Portage Canal was no exception to the rule. Bronson Avenue property owners were seriously disappointed when the fiat went forth that the

canal, with a perplexing elbow in it, should be located some distance northwest of the original survey. This announcement created confusion, and real estate values were sadly affected. Immigrants were pouring in, but very few of them chose to locate upon 'the flat;' they preferred high ground.

"And then it was that the first settlements were made along the brow of the semi-circular hill, then so clearly discernable, in what are now the Second and Third Wards. The population of this new settlement was composed almost entirely of former residents of Fremont, Ohio. A very brisk rivalry soon sprang up between the old residents of Lower town and the new comers of Upper town; and when the latter became influential enough to secure the removal of the postoffice to the north side of the canal, the name Gougeville was immediately substituted for Upper town by the chagrined denizens of the Flat. The energy and industry of all classes, however, soon united in the common cause of progress. The two settlements became one, and local differences of a character to retard development were thereafter seldom indulged in."

PLATTING THE TOWN OF FORT WINNEBAGO

In the meantime progress had been made in the platting of a large portion of the present site of Portage. The canal company had come into possession of the old Grignon claim, had turned it over to its former owners, Sheldon Thompson, of Buffalo, and DeGamo Jones, of Detroit, who, in turn, shuffled off the tract upon Benjamin L. Webb and Alvin Bronson, in September, 1842.

In November, 1849, a plat of the town of Fort Winnebago, covering the Grignon claim, was made by Webb & Bronson, with John Mullet as surveyor. The boundary lines of that plat may be easily traced upon any of the modern maps of the city of Portage. The northwestern boundary, designated as "the line of public lands," as distinguishing them from the possessions of the Menominee Indians, begins at a point on the Fox River opposite old Fort Winnebago, and runs southwesterly to the corner of Adams and Conant streets; thence almost directly south across the canal to the Wisconsin River, thence southeasterly along the bank of the river to a point half a block east of Ontario Street, thence northwesterly on a direct line to the Fox River, and down that stream to the place of beginning.

THE GUPPEY PLAT

In June, 1852, J. J. Guppy, as county judge, entered various lands in Section 5, in trust for settlers; it was surveyed in the following month

and has since been known as the Guppy Plat. The United States Land Office recognized the validity of the entry of lands only on even sections, as Congress had given to the state the odd sections as public lands. Richard F. Veeder acquired interests in both Sections 5 and 8, and further complicated the wrangle between the state and settlers who had bought land in these parts of the town. It is impossible to go into the legal details regarding the troubles of property owners, especially Mr. Veeder, but suffice it to say that after nearly a decade of state legislation and legal procedure such titles were made secure. Numerous additions have since been made, the first after Portage became a city being that of Dunn, Haskell & Tenney. In 1856 Ketchum's second addition was laid out.

INCORPORATION AS A CITY

On the 10th of March, 1854, Governor Barstow approved the legislative act to incorporate the city of Portage, which was to go into effect on the first Tuesday in April. Its territory was described as "all that portion of the west fractional half of Section 4 which lies south and west of the Fox River; Sections 5 and 6; all that portion of Sections 7 and 8 which lies north of the Wisconsin River; the west fractional half of Section 9, and claim No. 21, known as the claim of A. Grignon, in Township 12, north, Range 9 east." The three wards of the city were thus defined: First—all that part lying south and east of the canal; Second—lying north of the canal and east of DeWitt Street and the road leading from the same to the north line of Town 12; Third—lying north of the canal and west of DeWitt Street. An amendment to the original charter passed March 30th created the Fourth Ward, and on the first Tuesday in April, the following officers were elected through the casting of 366 votes: William Sylvester, mayor; John Lodge, clerk; D. Vandercook, treasurer; Henry Carpenter, assessor; Alexander Christie, marshal, and W. S. M. Abbott, school superintendent.

In 1868 the boundaries of the city were extended, the Fifth Ward was created, and the limits of the boundaries changed; and these processes have gone on, from time to time.

INCREASE OF POPULATION

In 1850 the population of Portage City, as officially ascertained, was 2,062, it was still the great route between the East, the lakes and the Mississippi valley. During the summer and fall of that year it was

estimated that ten thousand persons with their teams and stock, crossed the Wisconsin River in the neighborhood of the portage.

By 1856 the population had increased to 4,364. Three years later the assessed value of its real and personal property had reached \$588,169. Its appearance and recorded prosperity well fitted it to assume the honors and responsibilities of a municipality.

THE PRESENT CITY

The present Portage of 6,000 people extends over two miles along the eastern side of the Wisconsin River, its northeastern districts extending to the Fox. The business district lies along the lower lands on both sides of the canal, its substantial and attractive residences, churches and schools covering the higher and more broken area of the old "Upper town," and far beyond to the west.

The streets are well paved and lighted, electricity for both illumination and power being supplied by Southern Wisconsin Power Company, whose plant is located at Kilbourn City. Both police and fire protection are adequate. The city is under the commission form of government.

CHICAGO AND WISCONSIN VALLEY STREET RAILWAYS COMPANY AND CHICAGO AND WISCONSIN VALLEY RAILROAD COMPANY

Portage has a street car system which is a part of the contemplated interurban system for Central Wisconsin. The Chicago & Wisconsin Valley Railroad Company was organized in September, 1909, and the object of the organization is to build an interurban electric railway from Janesville to Merrill, from Madison to Fond du Lac, from Madison to Prairie du Lac, all in Wisconsin. Work on these lines is now in progress, with headquarters of the company at Portage and Madison. The officers of the company are J. F. Huntoon, Chicago, president; J. E. Jones, Portage, vice president and general manager; Thos. W. Potts, Chicago, secretary; A. S. Wehrheim, treasurer.

THE FINE CITY HALL

Portage takes a great and commendable pride in its fine city hall, completed in the early part of 1902. It is a three story structure, with a body of red brick and trimmings of darker sandstone. There are entrances on two streets, that on Wisconsin being the chief, the municipal offices, the business men's room and historic portrait gallery, and Free

Public Library occupying the first floor and the armory of Company F, the second and third stories.

The city hall was completed under the administration of Mayor J. E. Jones, the building committee consisting of himself, J. C. Britt (then captain of Company F), J. L. Hardie, F. E. Burbach, M. J. Downey (now mayor), and Guy F. Goodell. The first meeting in the new council chamber was held February 11, 1902, and at the first session in the following month the building committee submitted its final report turning the municipal home over to the city. The total cost of the building had been \$18,917.53, which is borne equally by the city and Company F. As the city spent, in addition, nearly three thousand dollars in fixtures



WISCONSIN STREET FRONT OF CITY HALL, PORTAGE

and furniture, it paid some \$11, 616 for its accommodations. Company F meets its share of the cost of erection in ten annual payments, assigning to the city its receipts from the State of Wisconsin. Thus both parties to the transaction are happy.

FREE PUBLIC LIBRARY OF PORTAGE

By Mrs. J. E. Jones.

The story of the organization and growth of the free circulating library of Portage, from its inception to its present important place in the educational and material worth of the city, is one which reflects great credit upon the women of Portage whose optimism, energy and

zeal gave to the community the benefits of this most admirable institution.

On the 29th of May, 1900, a communication from Mrs. Catharine Kreech (since deceased) was read before the Do Nothing Society (a literary club) in which she urged the ladies to take some step toward establishing a free circulating library in the city, as it had been the oft-expressed wish of her deceased daughter, Miss Catharine, that some such move be made and that her library be bestowed upon such an institution when assured. As Mrs. and Miss Kreech had both been members of the Do Nothings, the request seemed like a personal appeal to each individual member of the society, and with Miss Catharine's small but admirably selected library as a forcible incentive, it was unanimously decided to act. It being the last meeting of the year, a committee was appointed to formulate some feasible plan of procedure, to report at the first meeting in the fall, and the society adjourned for the summer.

At the first meeting of the next society year, October 2, 1900, it was decided to call a public meeting at the city hall on October 27th, for the purpose of organizing a free public library association, to which all the ladies of the city were invited and all of the women's clubs were asked to send representatives. The day arrived, the ladies assembled, an organization was perfected and the following officers were chosen: President, Mrs. J. E. Jones; first vice president, Mrs. J. E. O'Keefe; second vice president, Mrs. R. O. Loomis; secretary, Mrs. Maurice Goodman; treasurer, Mrs. W. G. Clough; directors, Mesdames P. J. Barkman, E. G. Boynton, F. Burbach, Jas. Collins, C. L. Dering, F. T. Gorton, C. G. Jaeger, J. E. McDonald, A. J. Turner and R. B. Wentworth and Misses Margaret Hanley and Emma Voertmann.

Though the project seemed to be well launched, the ladies were now confronted with the problem of suitable rooms for their purpose, a problem which was more serious than the casual reader might imagine, as although they had a treasurer they had no treasury and no positive assurance of ever having one. But nothing dismayed, the ladies proceeded to map out a plan of work for collecting a library, determined to do their present duty and willing to let tomorrow take care of itself, secure in the firm belief that the way would be prepared for them, as such united effort in so noble a cause must perforce be crowned with success. And how soon were their hopes and supreme faith to be rewarded! for before the close of the meeting a message was received from Mr. E. W. Moran offering two pleasant rooms above his store for the use of a library gratis for so long a time as they should be needed. This offer was accepted with thanks and the ladies took up their work with

a will. Everything necessary for the furnishing of the rooms was quickly offered and before the adjournment of their first meeting pleasant library rooms were assured, containing all the requirements of an up-to-date library excepting, alas, the books.

Provided with rooms, now began the real work of accumulating the books. The members of the association did not feel that their interest and responsibility ended with the naming of the officers but remained faithful and zealous participants in every project undertaken for the good of the cause. The first money—about five hundred and sixty dollars—was raised by a canvass among the women of the city, for this was a woman's enterprise and only the women were asked to give. Offerings of books were also solicited and freely given, and on the 21st of January, 1901, the library was opened to the public. And surely it is a record to be proud of! In less than three months from the organization of the association the ladies had filled up a neat little library for the use of the public with nothing to build upon but the promise of Miss Kreeh's books "when the library shall be an assured success." And it was not until several months later that these were turned over to the association.

The library has steadily grown by the purchase of new books (the money being raised in various ways by the women) and by valuable gifts of single volumes and collections, until it numbered about two thousand volumes, when at the first annual meeting of the association, on October 26, 1901, it was formally offered to the city and accepted; and on December 1, 1901, the board of directors appointed by Mayor J. E. Jones assumed control, the association disbanding.

The mayor's appointees were Mrs. W. G. Clough, Mrs. P. J. Barkman, Mrs. J. E. O'Keefe, Mrs. Fred Burbach, Mrs. R. B. Wentworth and Hon. A. J. Turner, all of whom had been active in the work of the association. The city superintendent of schools, Dr. A. C. Kellogg, became an ex officio member of the board. Mrs. Clough was appointed librarian and the vacancy on the board, caused by her resignation, was filled by the appointment of Mr. J. E. Wells.

On January 10, 1902, the library was moved to its present location in the new City Hall Armory Building, where it has continued to increase in size and usefulness till at the present time it comprises 10,000 volumes and is accounted Portage's most valuable asset.

By the will of the late Mrs. Catharine Kreeh, the library was made her beneficiary in the amount of \$5,000, the income from which shall be available each year for the purchase of new books.

Previous to the removal of the library to its present location the duties of librarian had been performed by different members of the board of directors, but since that time Mrs. Clough has occupied the

position—for which she is admirably qualified—with great credit to herself and to the complete satisfaction of the patrons of the library. Miss Gwendolyn Kennan is the assistant librarian, having succeeded Miss Mary Porter who resigned the position about two years ago, after a faithful service covering a period of eight years.

The present board of directors are: Dr. A. C. Kellogg, president; Mrs. J. E. O'Keefe, vice president; Mrs. R. B. Wentworth, secretary; Mrs. P. J. Barkman, Mrs. J. H. Rogers, Miss Harriet Coleman and City Superintendent of Schools W. G. Clough, *ex officio* member; City Commissioner F. F. Goss is also an *ex officio* member of the board.

THE CITY WATERWORKS

In October, 1901, a board of water commissioners was created comprising the mayor, one alderman and three citizens, the last named to be elected by the common council. The purpose of this move was to take over the waterworks plant then owned by the Portage City Water Company, which had been originally built in 1887. The municipal plant now consists of two sets of Worthington pumps, which furnish consumers with over half a million gallons of water daily through seventeen miles of mains. The source of supply are three wells located a mile west of the center of the city. The water is filtered through two of the wells, pumped into a third, and thence distributed. Including power house and equipment mains and fire hydrants, the works are valued at about \$100,000.

ELECTRIC LIGHT AND POWER

The electric light and power furnished the citizens and the industries of the municipality are supplied by a private concern—the Portage Electric Light and Power Company, of which G. E. York is president, and R. E. York, secretary and general manager. A sub-station of the Southern Wisconsin Power Company, whose great plant is at Kilbourn City, was erected at Portage in the fall of 1909. Through the former which is housed in a large brick building near the Chicago, Milwaukee & St. Paul Railroad tracks, is distributed 1,000 horse-power, about half of which is converted into electric lighting.

COMMISSION FORM OF GOVERNMENT ADOPTED

For the past two years the city has been under the commission form of government, and there is still a division of sentiment as to whether it is an improvement on the old system; but this is no place to advance opinions. Pure history is a narrative. Therefore, to continue the story of Portage.

The commission form in all Wisconsin cities is adopted under the provisions of Chapter XL, Section 925, Revised Statutes of 1911. Under it any city of the second, third and fourth classes may adopt the city commission plan upon the petition of electors representing twenty-five per cent of the votes cast for mayoralty candidates at the last preceding municipal election. Any law in force, the prevailing territorial limits of the city and vested property rights are not to be changed with the form of government. The mayor's term is fixed at six years, and two and four-year terms are provided for the other two commissioners, at the inauguration of the commission form of government. No commissioner is eligible who holds a license for the sale of liquor. Further, the enabling act creates the general departments of public finance and accounts, public health, safety and sanitation, streets and public improvements, parks, recreation grounds and public property, and public charities and corrections, and authorizes the common council to elect a city clerk, corporation counsel, comptroller, treasurer, superintendent of streets and assessor. The commission form may be abandoned by popular vote at any time after it has been in force six years.

On the 16th of April, 1912, occurred the first meeting of the commissioners, viz: Moses J. Downey, mayor, head of the department of streets and public improvements; H. L. Bellinghausen, two-years' term, department of public health, safety and sanitation; Fred F. Goss, former city clerk, four-years' term, department of public finance and account. At this session the rules of the former common council were declared to be those of the new, and under the general state law nothing in the city had been changed—neither legal nor property rights were interfered with; so the Portage government glided almost imperceptibly from the old to the new.

In May, W. B. Washburn, the present incumbent, was elected clerk. Besides the officials already named, J. J. O'Keefe, is treasurer; John Diehl, assessor; W. O. Kelm, corporation counsel; Dr. A. J. Batty, physician; C. E. Corning, engineer; and Nathan Warren, superintendent of streets. The new government is operated at an expense of over \$92,000. The assessed valuation of the city in December, 1913, was over \$4,000,000.

PROTECTION AGAINST FIRE

The burning of the old United States Hotel in 1851 gave the people of Portage their first forcible warning that the city should no longer be without fire protection. Other warnings came within the next decade, but the city did not organize a "department" until the 6th of June,

1863. A few men and boys with buckets comprised about all the protection against fire for the first year, but in the spring of 1864, the citizens, under the vigorous push of Chief James Collins and Treasurer John Graham, purchased a hand engine—a second-hand one which had been used in Milwaukee. Oregon Company No. 1 was then organized, with John Curry as foreman. This company proved itself of substantial use and did not disband until the late '70s.

The first hook and ladder company was organized in November, 1871, with William Hensel as foreman. Mr. Hensel continued in that position for many years. In 1874, the city purchased a Champion Fire Extinguisher for \$2,200. Excelsior Engine Company No. 2, having previously been organized to man it, with Alexander Thompson as foreman. The company flourished until the Silsby steamer, a first-class engine in those days, was bought. It cost \$5,500. What was known as Silsby Steamer Company No. 3 was organized in October, 1877, the first officers being: V. E. Brewer, foreman; D. M. Neill, first assistant and treasurer; William Edwards, second assistant; John Lewis, secretary.

The present department consists of about thirty volunteers, with a chief, assistant, engineer of the Silsby steamer and two teamsters, the five men last mentioned being paid for their services. The city has over 100 fire hydrants and therefore feels that property owners are well protected.

The house now occupied by the department was formerly the city hall erected in 1886, and was remodeled and turned over to the fire laddies when the home of the municipality and the militia was completed in 1902.

WISCONSIN RIVER BRIDGES

The ferries and bridges over the Wisconsin River at the portage have always been important features in the growth of the village, city and neighboring country. Peter Pauquette, the two husbands of his widow—Antoine Pervonsal and Silas Walsworth—and William Armstrong, all operated and owned the ferry. In March, 1851, the Portage Bridge Company was incorporated for the purpose of bridging the stream, but was obliged to relinquish its charter, as work was not commenced within two years of birth. In 1855, another company was formed, which likewise failed to accomplish anything tangible. In November, 1856, the bridge question was placed in the hands of the authorities of the City of Portage and the Town of Caledonia, and in October, 1857, it was completed by a Philadelphia firm, Hall & Leet. Shortly before it was finished the old Wisconsin River Bridge was thus

described: "It is a massive piece of work. The large oak piles which compose the outwork of the piers are driven through the sand and stand fast in a solid clay foundation. The inner spaces are filled with rock, 2,000 cubic yards of which have been used for the purpose. This insures a foundation against which floods and rafts may beat with impunity. Over 200,000 feet of lumber will be used in the framework. The whole length of the bridge will be 650 feet, with a draw of 130 feet." The entire cost of the structure was \$41,000.

Great excitement prevailed over the selection of a bridge commissioner, and in May, 1860, C. R. Gallett was chosen on the sixty-ninth



SECOND OLD WISCONSIN RIVER BRIDGE

ballot for the position by the city council, John Graham, the pioneer druggist, being mayor at the time. Mr. Gallett was succeeded by Charles Schenck, George Wall, John Bean and Patrick Sheehan. By this time the expenses had exceeded the receipts of tolls by \$20,000, and the bridge bonds were at a scandalous discount. Finally, in February, 1868, the city sold the bridge under the hammer to W. W. Corning for \$2,000. But the sale was revoked by the common council, and in the spring made a contract with Chapin & Wells, of Chicago, to remove the old structure for \$1,000, place a Howe truss bridge upon the same piers for \$18,000, and allow the city the market value for any old material which might be used. The new bridge was completed in August, 1868.

FINAL DISSOLUTION OF \$119,000

The entire cost of maintaining both the old and the second bridges, from the commencement of work in March, 1857, to March, 1871, was \$119,000.

In October, 1869, the bridge was boarded up and covered, and at various times during the succeeding thirty-five years sections of it were unroofed by high winds, or carried away by floods. In its thirty-sixth year it met its final dissolution.

On the night of the 8th of August, 1905, a terrific wind storm swept down the Wisconsin Valley from the west, and the bridge was blown completely off its piers and the wreckage carried down stream for about 300 yards. This was the end of the longest and strongest wagon bridge in the state, and in the following year it was replaced by the fine steel structure, which really seems to be able to successfully resist the fiercest onslaught of wind or flood.

NOMENCLATURE OF PORTAGE STREETS

The streets of Portage are especially suggestive of local history, and he who walks them may be reminded of many interesting facts if he keep in mind the information furnished by the late A. J. Turner, as follows:

"When names for streets were first considered the U. S. troops were at the fort and the army officers were much in evidence in suggesting names for them which will explain why the names of so many who had been prominent as army officers appear as names of streets.

"The streets to which were given the names Washington, Adams, Jefferson, Monroe, Jackson, Van Buren and Pierce were so named, of course, in honor of presidents of the United States bearing those names.

"Wisconsin Street was so named because of its proximity to the Wisconsin River, and Fox Street was for a similar reason given its name because of its adjacency to the Fox River.

Mac, Dunn and Armstrong streets had those names applied to them in honor of Hugh McFarlane, Andrew Dunn and William Armstrong, the proprietors of McFarlane, Dunn and Armstrong addition to the City of Portage. Dunn Street received its name in honor of Andrew Dunn, second mayor of Portage and one of the proprietors of Dunn, Haskell & Tenney's Addition to Portage.

"Cass Street received its name in honor of Gen. Lewis Cass, the distinguished soldier and statesman, who had been at one time governor

of Wisconsin when it was a part of Michigan territory, and had crossed the portage before the fort was built.

"Hamilton Street was so christened in honor of Alexander Hamilton, famed as a soldier and statesman.

"DeWitt Street was named for W. R. DeWitt, an attorney of the city; the name was never entirely acceptable to older residents of the city, and there was some effort to change it in subsequent years, but it was thought best to leave it, as the name had become well settled in the public mind and little care was given to the why's and wherefore's of the name.

"Clark Street—who this street was named for is involved in some uncertainty, but probably it was in honor of Maj. Nathan Clark, who had died at Fort Winnebago, while in command of the post, and whose daughter, Charlotte Ouisconsin, had married Lieutenant, afterward, Gen. H. P. VanCleve. Some have thought the street was named for Clark Whitney, one of the early settlers of the town, who was engineer in charge of the construction of the canal, and who built one of the first frame houses in Portage, if not the very first, a little distance from the Ender House. Mr. Whitney owned the tract of land bordering on the canal through which the street ran.

"Lock Street was so named because its terminus was near the Wisconsin river lock.

"Canal Street was so named, of course, in consequence of its adjacency to the canal.

"Cook Street was given its name in honor of one of the Cook families who resided in the eastern part of the town. There were two of them Lawrence and James, brothers, and Erastus, Hiram and Moses, also brothers and to each one of these has been ascribed the honor of having the street named for him.

[Since the above appeared in the Daily Register, Mrs. G. W. Morrison, who has resided in the city since early girlhood and who is an authority on early times, informs us that it was always the understanding that the street was named for Capt. Erastus Cook, who resided at the corner of Cook and Hamilton streets, and such is probably the fact.]

"Main Street was given its name because it was at the time near the business center of the city.

"Conant Street was so named, presumably, in honor of the famous Roger Conant, but this is not definitely known.

"Pleasant Street received its name purely on sentimental grounds, as it was pleasantly laid.

"Carroll Street had that name applied to it in honor of Charles

Carroll of Carrollton, famed as a statesman and one of the signers of the Declaration of Independence.

“Howard Street was named for Gen. Benjamin Howard of the U. S. army; but whether it was for Benjamin or Benj. C. Howard, also of the U. S. army and eminent as a statesman I am unable to say.

“Prospect Avenue was originally a part of Howard Street, but not being connected for its entire length, that portion of it lying west of Wisconsin Street, and leading on to Prospect Hill was given by an ordinance, the distinctive and most appropriate name of ‘Prospect Avenue.’

“Franklin Street received its name of course, in honor, of Benj. Franklin, the distinguished philosopher and statesman.

“Marion Street was named in honor of the South Carolina ‘Swamp Fox,’ Gen. Francis Marion, the soldier who distinguished himself so highly in the south during the Revolutionary war.

“Emmet Street had its name in honor of Robt. Emmet the martyred Irish patriot and orator.

“Burns Street was given its name as a mark of the high esteem in which ‘Bobby Burns’ was held by a large Scotch element which had flocked to the vicinity.

“Bronson Avenue was so christened in honor of Hon. Alvin Bronson, one of the proprietors of Webb & Bronson’s plat.

“Center Avenue received that name because it marked very closely the center of the ‘portage’ between the Wisconsin and Fox rivers.

“Mullett Street had its name bestowed upon it in honor of the civil engineer and surveyor John Mullett, who did much of the Government survey of the state.

“Dodge Street was given its name in honor of Gen. Henry Dodge, distinguished as a soldier and statesman, and who was one of Wisconsin’s territorial governors, and first U. S. senator.

“Pauquette Street was so named in honor of Pierre Pauquette, famous as an Indian scout and trader, and who had been in the employ of John Jacob Astor at his trading post in this city.

“Brady Street was christened in honor of the one legged hero, Gen. Hugh Brady, who gained high honors during the War of 1812.

“Brooke Street was so called in memory of Gen. Geo. Mercer Brooke, famous as a gallant soldier in the war with Mexico, and a detachment of whose regiment, the Fifth Infantry, was stationed at Fort Winnebago, although I think Gen. Brooke himself was not on duty here.

“Superior, Michigan, Huron, Erie, and Ontario, the great lakes, were deemed as appropriate names for streets.

“Water Street was given that name because of its close proximity to the Wisconsin River; much of it now being in the river.

“Thompson, Jones, Griffith and McPherson streets were respectively named for Sheldon Thompson, DeGamo Jones, Robert McPherson and G. P. Griffith, who were part owners of the Grignon tract which, later on, became the Webb and Bronson plat.

“Whitney Street was so called in honor of Daniel Whitney who had two trading posts here, one at either end of the ‘portage,’ before Fort Winnebago was erected, and who did the first lumbering on the Wisconsin river.

“Morgan Street had its name in honor of Gen. Daniel Morgan, illustrious as a soldier during the Revolutionary War.

“Warren Street had that distinction applied to it in honor of the gallant soldier, Gen. Jos. Warren, who fell at Bunker Hill at the beginning of the Revolutionary War.

“Wolfe Street was given its name in honor of the renowned British general of that name.

“Dorr Street was named in honor of Thomas W. Dorr, famous as a leader of what is known as the ‘Dorr Rebellion,’ in which an attempt was made in a revolutionary manner, to give the people of Rhode Island a constitution in place of a colonial charter under which the state government was being administered.

“Williams Street, on Webb and Bronson’s, was given its name by Mr. Webb, one of the makers of Webb and Bronson’s plat, in honor of his friends and townsman of Detroit, Gen. Alpheus Starkey Williams, who had gained honorable distinction in the Mexican war.

“The names of several streets of the city having been duplicated in making addition to the city, the city council (November 5, 1883, April 2, 1884, July 2, 1901), changed some of them, so that one named for a street should appear. By these ordinances—

“The street originally platted as Lake Street in Prospect Hill addition, was changed by the council, Nov. 5, 1883, to Park Street, but it continues to appear on some recent maps as Lake Street. It was contemplated at one time to establish a park on Prospect Hill and this suggested ‘Park’ as the name of a street running to it. ‘Lake’ had no significance.

“Williams Street, on Prospect Hill, became Sanborn Street, in honor of Mayor Sanborn, and Williams Street in the Northern Addition, became Reid Street (in honor of Wm. Reid); Monroe Street in Ketchum’s addition, became Barden Street, in honor of Judge Barden, and names were given to certain roads in unplatted portions of the city which need no statement of the reasons for the names assigned to them as Caledonia, Baraboo and Fairfield other than the fact that the roads led to those towns.

"Collins Street, on the Northern boundary of the city, was named in honor of our townsman, James Collins.

"Collipp Avenue was so named, by ordinance of the city, in compliment of Conrad Collipp, a prominent German resident of the city and who was one of the first, if not the first, German to establish a home in the city. Mr. Collipp had dedicated a street running to his residence from the bridge across the narrows of Silver Lake with the condition that it should be known as 'Collipp Avenue,' a fact which was not known when the ordinance was passed declaring it to be a part of Silver Lake Street, and the street running north of the Lake from Collipp's residence to the 'Old Pinery Road' was named 'Collipp Avenue.' The error should be corrected and the names 'Silver Lake Street' and 'Collipp Avenue' should be transposed.

"Silver Lake Street was so named because of its proximity to Silver Lake.

"LaMoure Street was given its name for Cooper LaMoure, an early resident of the city who had a hotel on the 'Old Pinery Road,' which was a popular hostelry in its day.

"Hartel Street had its name bestowed upon it in honor of Carl Hartel, one of Portage's early residents and most progressive citizens, and who erected the block bearing his name.

"Hettinger Street was named in honor of John Hettinger who was first to establish a brewery in the city.

"Schneider Street was given its name in honor of Carl Schneider, who dedicated to the city the land for the street.

"Slifer Street received its name in honor of Samuel Slifer, a worthy German who early became a resident of the city north of Silver Lake.

"Averbeck Street was given its name in compliment of Hon. Maximilian Averbeck, prominent in early public affairs, who lived on the hill north of the railroad track.

"Wells Street was given that name when, by ordinance, a new street was laid leading from the Wells place on Silver Lake to Pierce Street.

"Wood Street was named for Portage's famous merchant, Nathan H. Wood. The road leads from Caledonia Street to 'St. Lukes,' which was owned by Mr. Wood and which he regarded as of a great value.

"Schulze Street was so named, by ordinance, in compliment to Benjamin Schulze, who owned the farm bearing his name north of the railroad track in the Second ward.

"Volk Street, which was for a time regarded as an extension of Cass Street north of the railroad track, was, by ordinance, given its name in honor of a well known German of that name living near the banks of Silver Lake.

"Carleton Street was so named in honor of Carleton G. McCulloch, proprietor of McCulloch's addition to Portage, a prominent druggist of the city.

"The 'Old Pinery Road,' so called was the road leading to the pineries in the north part of the state running via the Lewis', Quincy, etc., to Conant's Rapids and other lumbering points on the Wisconsin river.

"The 'New Pinery Road' was laid out at a later date, starting from Adams Street and running via the Menominee House, Briggsville, Grand Marsh, etc., to the same general points that the 'Old Pinery Road' led to.

"The writer of this has no knowledge why the names Coit, Denning, Kimberly and Platt, all on Webb and Bronson's were applied to them, but were doubtless best bestowed in compliment to personal friends of the makers of the plat; neither can I say anything about the reason for giving the names Charles, Hermann, James, and Town to streets."

EXPERIMENTS IN BANKING

Two banks failed in Portage before one came to stay—the City Bank of Portage. The Columbia County Bank was started by Marshall & Ilsley, of Milwaukee, in 1853, the local manager being Harrison S. Haskell. It was incorporated in 1854, and in the following year Fred S. Ilsley, of the Cream City contingent, joined the Portage institution as teller. During 1855 Mr. Haskell also sold his interest and retired from business. Other changes occurred, and in 1860, Marshall & Ilsley withdrew entirely from the concern. In 1865, John P. McGregor, who had purchased Mr. Haskell's interest, became the sole owner of the bank, who therefore bore the full burden of its failure when it suspended in the panic of 1873.

The Bank of Portage, organized in 1857 with D. Vandercook as president, was also a victim of the panic, L. Breese being one of the receivers who wound up its affairs.

Among the financial institutions of Portage which prospered for a time, but failed in the panic of 1893, was the German Exchange Bank—F. W. Schulze, president; and R. A. Sprecher, cashier.

CITY BANK OF PORTAGE

The City Bank of Portage was incorporated April 16, 1874, and commenced business May 4th, with the following officers: L. Breese, president; E. L. Jaeger, vice president; R. B. Wentworth, cashier. After several years, Mr. Wentworth was succeeded by his son, W. S., as cashier of the bank, Mr. Breese remaining at its head until long after. The present officers of the bank are: C. L. Alverson, president; R. E. York,

vice president; John A. Raup, cashier. At the close of business December 31, 1913, its deposits amounted to \$485,670; surplus and undivided profits, \$17,943; capital stock, \$50,000.

FIRST NATIONAL BANK

The First National Bank was established in 1890, with a capital stock of \$75,000. At the close of business March 4, 1914, its books indicated a surplus fund of \$25,000, and deposits of \$835,000, with total resources of \$1,059,000. The First National is the depository for the United States Government, at Portage; for the State of Wisconsin, the County of Columbia, and the City of Portage. Its officers are: E. A. Gowran, president; W. S. Stroud, vice president; A. R. Barker, second vice president; W. M. Edwards, cashier; W. H. Roehm, P. J. Parkman and W. S. Stroud, directors.

PORTAGE LOAN AND TRUST COMPANY

The Portage Loan and Trust Company was incorporated in 1905, its name indicating the general nature of its transactions. Loans are all made on real estate, principally in the country within a radius of fifty miles from Portage. The company also acts as administrator, executor and guardian, the deposit of its capital stock with the state treasurer being a pledge for the faithful performance of any trust which may be undertaken. Mortgages are also bought and sold, and time deposits constitute another branch of its business. The capital stock of the concern is \$50,000; surplus, \$2,300; deposits, \$432,638. R. N. McConochie is president of the company and W. J. Scott, secretary and treasurer.

THE EULBERG BREWING COMPANY

The largest of the industries located at Portage are represented by the Eulberg Brewing Company and the Portage Hosiery Company. The brewing plant comprises a large three-story brick building, fronting along the entire block between Cook and Conant Streets (or about three hundred feet), with a frontage on Cook Street of over one hundred feet. The cellar (or basement) is all used for beer storage, carrying a large stock, with brew house outfit on first and second floors, having a capacity and output of fifty barrels at each brew. The ice machine which is a 20-ton machine, furnishes ample refrigeration for the entire plant and is located in machine room, adjoining boilers, using a York ice machine from the

York Manufacturing Company, of York, Pa., and all of their cooling is done by the indirect or brine system (using ammonia and brine).

The brew house is located on first and second floors, the latter being also used for storing malt, hops and all other brewing supplies, having a large capacity and all of their supplies in barley and hops are purchased in car lots, using both domestic and imported hops, the latter being imported from Bohemia (Austria), while domestic hops are largely brought from Oregon and barley from points in Wisconsin. The annual capacity of this brewery is 15,000 barrels. The bottling works in a separate building are well equipped with special machinery, operated by electric motor and have a capacity of about five thousand barrels a year. Their special brand of bottled beer is known as Crown Select. The Eulberg brewery supplies the bulk of the local trade, while their product, both in bottled and bulk goods, reaches distant parts of the United States and even goes abroad.

The business was first established in its infancy about sixty years ago by Charles Hartell, who carried it on until his death in 1876, when it was changed to the Charles Hartell Brewing Company, continuing as such until July, 1884, when they were succeeded by the Eulberg Brothers, composed of Adam and Peter Eulberg, who carried on the business until the spring of 1895, when Adam Eulberg became sole owner, continuing until his death in 1901. The business was then continued by the Adam Eulberg estate until the spring of 1907, when the present company was incorporated with a capital stock of \$50,000. The officers are J. J. Eulberg, president and general manager; Julius A. Eulberg, secretary; J. N. Eulberg, treasurer; all of whom have had nearly a lifelong experience in connection with the business.

EPSTEIN BROTHERS' BREWERY

There is also a small brewery at the corner of Jefferson and Canal streets, established in 1875, by Henry Epstein, and owned and operated since the death of the founder in 1901, by his sons under the name of Epstein Brothers. The capacity of the brewery is about 5,000 barrels yearly and of the bottling works, 1,000 barrels.

THE PORTAGE HOSIERY COMPANY

The Portage Hosiery Company, under the management of Ll. Breese, the widely known pioneer and public character, and his son, Ll. Breese, Jr., is an industry of wide fame and growing character. Its extensive plant is located on Mullett Street north of Wisconsin, and comprises an

office building 100x45, a mill 148x45, and two large warehouses, one of cement.

The office building is two and one-half stories with office on second floor, while the balance of second floor and the entire lower floor are used for stock and finishing rooms.

The first floor of mill building contains the machinery for making yarns. On the second floor are the knitting machines, operating 185 machines and giving employment to a force of 185 hands, all experienced help. This is the only hosiery plant in Columbia County and one of the best equipped in Central Wisconsin, the works throughout being equipped with all conveniences, including electric lights.

The productions comprise a full line of men's woolen hosiery and mittens, having a capacity of 500 dozen per day, which are supplied to the general trade throughout all northern states, from the Atlantic to the Pacific.

The business is of long standing, having been established in May, 1880, as a private co-partnership. It was owned and conducted by Loomis, Gallett & Breese, merchants, and R. B. Wentworth, grain dealer, all of Portage.

On January 28, 1893, the business was incorporated with the following officers: President, R. B. Wentworth; vice president, W. C. Gault; secretary and treasurer, L. L. Breese. Mr. Wentworth retired from active participation in the business soon after its incorporation, but retains stock in the company. The present officers are: L. L. Breese, president, treasurer and general manager; W. C. Gault, vice president; L. L. Breese, secretary; W. C. Gault, Jr., superintendent.

L. L. BREESE

L. L. Breese, who has but just entered his eighty-second year, still has a controlling hand upon this important industry. For more than half a century he has been before the people of his home city and his state, both in business and public capacities, and something more than an informal review of his life is due him and the history of Columbia County.

Born May 13, 1833, at Abernethy, parish of Malwyd, Merionethshire, Wales, he immigrated with his parents to the United States in May, 1846. Settling on the home farm in the town of Randolph, his education was drawn from the district schools and the experience he received as a cultivator of the soil. His health was far from good, and in the fall of 1858 he accepted the position of deputy sheriff of Columbia County, hoping thereby to get into more active work and extend his knowledge of men and of business. Previously he had held several town offices; there-

fore had had a taste of official life. In November, 1860, he was further advanced along this road by being elected county treasurer on the republican ticket.

After holding the county treasurership for three consecutive terms of two years each, in January, 1867, Mr. Breese became a partner in the drygoods firm of N. H. Wood & Company. Besides Mr. Wood, his associates were R. O. Loomis and C. R. Gallett. In 1869 Mr. Wood withdrew, and the firm name became Loomis, Gallett & Breese.

Mr. Breese was elected secretary of state in November, 1869. The office then carried with it the ex officio honor of commissioner of insurance, and in May, 1870, he represented the latter official at the National Insurance Convention held in New York City. For several meetings of that body thereafter, he was elected either vice president or president of the convention.

At the expiration of his second term as secretary of state, Mr. Breese returned to Portage and resumed his connection with the mercantile world, besides being president of the City Bank of Portage, president of the Portage Iron Works, and president of the board of education. Not long after he became identified with the Portage Hosiery Company.

Mr. Breese was married June 9, 1853, to Miss Mary E. Evans, of Milwaukee, by whom he had three boys and three girls, one of the latter dying in infancy. For years he has been one of the most prominent members of the First Presbyterian Church, as well as a leader in all the rites, activities and benevolences of Masonry.

MINOR INDUSTRIES

There are a number of other manufactories worthy of note, aside from these mentioned, such as the Portage Underwear Company, the Freeland Tank Works and the Portage Boat and Engine Company.

CHAPTER XIV

PORTAGE SCHOOLS, CHURCHES AND SOCIETIES

HIGH SCHOOL AND GRADED SYSTEM ESTABLISHED—HISTORY OF THE PORTAGE HIGH SCHOOL—THE STUDY OF GERMAN—PRESENT SCHOOL BUILDINGS—CITY SUPERINTENDENT CLOUGH—LIST OF SUPERINTENDENTS AND CLERKS—EARLY CATHOLIC MISSIONARIES—FOUNDING OF ST. MARY'S PARISH—PASTORS OF ST. MARY'S—SCHOOL BUILDING ERECTED—THE FIRST PRESBYTERIAN CHURCH OF PORTAGE—FIRST METHODIST CHURCH—ST. JOHN'S EPISCOPAL CHURCH—FIRST BAPTIST CHURCH—ST. JOHN'S EVANGELICAL LUTHERAN—OTHER PORTAGE CHURCHES—THE MASONS FORM PIONEER LODGE—CHAPTER, COUNCIL AND COMMANDERY—I. O. O. F. BODIES—THE PYTHIAN BROTHERS—THE ELKS LODGE—D. A. R., OF PORTAGE—KNIGHTS OF COLUMBUS AND FORESTERS—LODGES OF RAILROAD EMPLOYEES—PORTAGE LIEDERKRANZ—THE NATIONAL VERBAND—COUNTRY CLUB OF PORTAGE—THE Y. M. C. A.

The history of the present system of schools of Portage had its birth on the 2d of May, 1859, when the first meeting of the municipal Board of Education was held at the office of J. J. Guppy, the city superintendent. The commissioners were Volney Foster, First Ward; Baron S. Doty, Second Ward; Alvin B. Alden, Third Ward, and Henry B. Munn, Fourth Ward. Mr. Doty was elected president of the board and Mr. Guppy acted as *ex officio* secretary.

From the date of the city's incorporation in 1854, until that time, Portage had been under the district system—No. 1, comprising the First Ward; No. 2, the Second; No. 3, the Third, Fourth and Fifth wards.

At the first meeting of the Board of Education mentioned, May 12, 1859, was designated as the time, and the Common Council room as the place, for holding an examination for teachers of the intermediate and primary schools of the city. The board met and examined a number of applicants, the result being the appointment of G. F. Richardson, Charles R. Gallett and Miss Luthera Waldo as teachers of the intermediate schools and Miss Kate Rowland, Miss Fannie E. Waldo, Miss Hannah P. Best and Miss Helvetia L. Reese, teachers of primary schools.

HIGH SCHOOL AND GRADED SYSTEM ESTABLISHED

The board then organized the schools into a regular graded system. The First Ward of the city, except the portion lying north of Center Avenue, was made a district, with one primary and one intermediate school; the territory north of Center Avenue and all of the Second Ward comprised another primary and intermediate district, and the Third and the Fourth wards another. In August (1859), a High School was established.

Superintendent Guppy's first report under the new system showed that there were 1,076 children of school age residing in the City of Portage, 511 being males and 565 females, divided as follows: First Ward, 293; Second Ward, 274; Third Ward, 145; Fourth Ward, 364.

In October, 1861, Superintendent Guppy resigned his office to enter the Union army, where he made such an enduring record, and Henry B. Munn, the commissioner from the Fourth Ward was appointed to fill the vacancy.

HISTORY OF THE PORTAGE HIGH SCHOOL

In the meantime the High School had rapidly advanced in membership and efficiency under Professor Magoffin, with Abbey O. Briggs as assistant. At first it was accommodated in the Sylvester store, and no more than eighty pupils could be admitted, under the rules of the school board—eighteen from the First Ward, sixteen from the Second, fifteen from the Third and thirty-one from the Fourth. If any ward failed to furnish its quota, other wards or districts outside of the city might take advantage of the vacancies. Before the close of the first year, over one hundred pupils had been admitted, although the attendance had not been more than eighty at any one time. In 1863 the average attendance was eighty-two and in 1864, seventy-eight. In the latter year a grammar grade was established and installed in the high school under the principalship of Mrs. Agnes N. Cornwell.

The first high school building was completed in 1864, and by the end of the school year the average attendance had risen to 109.

In September, 1865, Professor Magoffin resigned as principal, and for about a year Miss Briggs, his former assistant, held the position. C. J. Whitney was appointed in August, 1866, Miss Briggs resuming her old place as assistant. Mr. Whitney resigned in the spring of 1867, Miss Briggs again stepped into the breach for a time, and E. E. Ashley was then appointed principal. In August, 1868, Mrs. Cornwell resigned the

principalship of the grammar school, and was succeeded by Miss Lizzie C. Osborn.

THE STUDY OF GERMAN

The large influx of Germans into Portage City late in the '80s made it advisable to introduce the study of their native tongue into the public school system. In 1869 a German class was organized in the high school under Rev. J. J. Hoffman, who heard recitations one hour daily in the old Lutheran schoolroom. In 1870 two German classes were formed from pupils of the high school, and scholars from the intermediate grades met on the lower floor of the Dean store on Clark Street under the tutorage of Miss Amelia Schneider.

In 1873 J. J. Hughes was elected principal of the high school to succeed Mr. Ashley, and in 1875, William M. Lawrence and W. G. Clough became respectively principal and assistant. Mr. Clough was promoted to the head of the school in 1877. There he has remained, and in 1904, under the new state law, became also city superintendent of schools. For the good of its public system of education, Portage could not have a better dual official. Prof. Clough's high school assistant is Miss Martha A. Karch, a graduate of the class of 1878, who has held her present position since 1889. She commenced her school duties soon after her graduation, making her the oldest teacher in length of continuous service on the city staff.

The total enrollment in the city schools of Portage when Professor Clough became principal of the high school in 1877 was 924. It is now 1,015—215 in the high school and 800 in the lower grades.

PRESENT SCHOOL BUILDINGS

The present High School building was completed in 1895 at a cost of about sixty-five thousand dollars, and is a fine three-story structure of brick and stone, massive and modern. It centers in two blocks of city property bounded by DeWitt, Mac, Franklin and Burns streets. As it is located in the Third Ward of the city, the High School building accommodates a full set of grades for that section.

The First Ward schoolhouse on Wisconsin Street is a \$3,000 building, the pupils being under the principalship of Miss Emma Schultz. It stands upon the site of the old "Lee House," purchased by the city in 1867.

At the close of the year 1874, both the Second and Fourth Ward schoolhouses were completed. The Second Ward building, a four-room

brick structure, cost the city some five thousand dollars, but is now valued at \$7,000. It is on Monroe Street, the principal of the school being Miss Margaret Dempsey.

The Fourth Ward school, the same size, is on Prospect Avenue, and is valued at \$10,000; principal, Miss Kittie Williams.

The Fifth Ward has a small two-room schoolhouse which accommodates several primary grades.

CITY SUPERINTENDENT CLOUGH

Professor W. G. Clough, head of the school system of Portage and one of the advisory editors of this work, is a native of the place, and is



PORTAGE HIGH SCHOOL

still living on a part of the tract which his father took up as government land in 1848. He is a son of William R. and Mary A. (Goeway) Clough, his parents settling at Delavan, Wis., in 1846, and coming to Portage City two years thereafter. Mr. Clough was educated in the city schools, graduating from the High School in 1870. He taught three years in the country schools and in the grammar department of the old high school, after which he entered the University of Wisconsin and continued therein from 1872 to 1875, graduating with the degree of A. B. He returned to Portage in 1875, when he became assistant to the High School principal, William M. Lawrence, whom he succeeded two years later. He served in that capacity until 1904, when the state law was passed requiring the city superintendent of schools to be a Normal school

or college graduate. Previously the latter office had been held by men of other professions, or engaged in business, who also served as clerks of the school board; since that year the head of the high school has been superintendent of the entire city system of schools. In 1910 he was elected president of the Southern Wisconsin Teachers' Association, a deserved compliment both to his ability and popularity.

On January 3, 1882, Professor Clough married Miss Elsenä Wiswall, of Prairie du Sac, Wis. Mrs. Clough taught for several years before her marriage, and since becoming a resident of Portage has become widely known in literary, educational and social circles. As public librarian for a dozen years her forceful, yet unobtrusive influence has been extended for the general good.

Mr. and Mrs. Clough are the parents of a son and a daughter. The former, Dr. Paul W. Clough, is a graduate both of the University of Wisconsin (1903) and of the Johns Hopkins University Medical School (1907). He has taken a post-graduate medical course in Germany and for a number of years past has been identified with the Johns Hopkins Hospital, during the latter period with his connection as resident physician. The daughter, Ethel Pearl Clough, graduated from the Wisconsin University in 1907, and is now the wife of Benjamin S. Reynolds, of Milwaukee.

LIST OF SUPERINTENDENTS AND CLERKS

The following have held the combined offices of superintendent of schools and clerk of the board of education: J. J. Guppy, 1859-61; Henry B. Munn, 1861-66; J. J. Guppy, 1866-73; G. J. Cox, 1873-75; N. K. Shattuck, 1875-77; A. C. Kellogg, 1877-81; A. Schloemilch, 1881-83; A. C. Kellogg, 1883-85; Thomas Armstrong, Jr., 1885-86; W. S. Stroud, 1886-88; Charles T. Susan, 1888-89; A. C. Kellogg, 1889-94; William Fulton, 1894-96; A. C. Kellogg, 1897-1904. Dr. A. C. Kellogg was secretary of the board, under the new law, from 1904 to 1907, when he resigned to accept the city attorneyship. H. A. Story, who had been president of the board from 1904 to 1907, resigned that position to become its secretary and succeed Dr. Kellogg; and he still holds the office.

EARLY CATHOLIC MISSIONARIES

Christianity was planted at Portage by the Catholic missionaries, the first priest of undoubted authenticity to preach at this point being

Father Marquette. No authentic records of later missionary work at the portage are found until about 1825. At intervals until 1831 Catholic priests gathered the Indians there to preach their faith.

As noted, at the suggestion of the young Dominican priest, Rev. Samuel C. Mazzuchelli, Pierre Pauquette erected what is considered the first church in Central Wisconsin during the year 1833. Later, while on his way to St. Louis, Father Mazzuchelli discovered a Catholic colony near Dubuque, Iowa. While laboring in that vicinity he purchased Sinsinawa Mound, on the opposite side of the Mississippi, in Wisconsin,



OLD PAUQUETTE CHURCH, PORTAGE

and after energetic work established a college and academy there. The institution has developed into great fame as St. Clara's Academy, under the supervision of the Sisters of St. Dominic. Father Mazzuchelli died at Benton, Lafayette County, Wisconsin, in 1864.

FOUNDING OF ST. MARY'S PARISH

For several years after the burning of the little log church erected by Pauquette, services were held occasionally in the homes of the first white settlers. Among these were James Collins, Thomas Christopher,

John Sweeney, Mrs. Ward, M. R. Kegan, Patrick Lennon and Charles Moore. Father Smith attended to their spiritual needs for a short time, and was succeeded by Father Hobbs, who held services in a house near Fort Winnebago. In 1850 Rev. Louis Godhardt administered to their needs in a building located in what is now the First Ward of the city.

PASTORS OF ST. MARY'S

In 1851 the Catholics erected a small edifice called St. Mary's Church. It was located near the old "Pauquette Church" site, and around its memory are gathered many interesting episodes in the life of St. Mary's Parish. Rev. James Roche succeeded Father Godhardt in 1852, and in 1857 came Rev. J. Doyle. The latter effected the purchase of the present site of St. Mary's Church, and after some remodeling the building, which had been used by the Baptists, was dedicated as St. Mary's of the Immaculate Conception. Father Doyle also purchased the land north of the city as a burial place, since known as St. Mary's Cemetery. Rev. P. J. O'Neil and Rev. F. Pettit succeeded Father Doyle, the latter building the parsonage which was moved, in 1899, to a site near the Lutheran School in the Fifth Ward. After two and a half years, Father Pettit was followed by Rev. Thomas Keenan, who for thirteen years not only ministered to the Catholics of Portage, but also of Lodi, Dane, Kilbourn and other places.

SCHOOL BUILDING ERECTED

During Father Keenan's pastorate St. Mary's school building was erected, but he died in the fall of 1880 before it was opened to the children he loved. The deceased was succeeded by his brother, Rev. Joseph Keenan, now the well-known pastor of St. Patrick's Church, Fond du Lac, who remained with St. Mary's for about eight months. His successor, Rev. John Brady, died in the service of that church, and his work was taken up by a friend and classmate at the University of Louvain, Belgium, Rev. J. A. Geissler. Rev. George Brady, his successor and brother of his predecessor, remained as pastor of St. Mary's Church for thirteen years. Although suffering almost continuously with pulmonary trouble, Father Brady's administration of affairs was energetic and stimulating. In 1883 the church building was enlarged and beautified at a cost of \$8,000, which improvements were made necessary by the growth of the parish. To lighten Father Brady's labors, Rev. A. P. Desmond was appointed as an assistant pastor in July, 1896; but,

despite all human care, the former died February 23, 1897, his remains being interred in the cemetery of his native parish, Freedom, Wis.

Rev. J. D. Cummane also was called away in the midst of his labors for St. Mary's Parish, on July 30, 1899, being succeeded by Rev. M. H. Clifford, who came from St. Joseph's Church, Berlin, Wis. Under his pastorate, covering five years, the church was renovated without and within, and a commodious and modern building was erected as the priest's residence. In November, 1904, Father Clifford resigned to take charge of St. Peter's Church, Oshkosh.

Until May, 1905, Portage belonged to the Green Bay Diocese, but at that time a new division of territory was made by which Columbia County was included in the Archdiocese of Milwaukee.

At the resignation of Father Clifford, Father James Brady was appointed pastor of St. Mary's. In July, 1905, he was transferred to St. John's Cathedral, Milwaukee, where he died in the following year.

In July, 1905, Rev. John Morrissey, the present pastor, took charge of the parish. During his pastorate St. Francis Xavier Congregation (German Catholic) was dissolved, joining St. Mary's Church, to which body it deeded its property. The rapid growth of the church made it necessary to send Father Morrissey an assistant, and in 1908 Father Knoernschild was appointed to that post. Other evidences of the prosperous condition of the parish have been the redecoration of the church, the lifting of the debt from St. Francis Xavier, and an addition to the parochial school.

The average attendance at St. Mary's school is about two hundred. The children are taught by the Sisters of St. Dominic. The school has been established since 1866 and conducted in its present location since 1880. The sisters are comfortably housed in St. Dominic's Convent, standing on the property of the church, which is a credit both to the parish and the city.

THE METHODISTS OF PORTAGE

In the spring of 1851, a society of Methodists was organized in Portage by the Rev. Mr. Mackintosh. He remained but a short time, and such local preachers as James Chancellor and Isaac Smith—the latter an exhorter from the colony of English potters who had settled in the northern part of the county—kept the organization together, pending the organization of a regular church. Rev. William Wells, a sturdy pioneer minister, often filled the pulpit of this society.

In the fall of 1852, Rev. John Bean was sent to Portage by the presiding elder, as the result of an urgent call, and thus became the first

regular pastor. Rev. D. Stansbury succeeded him, and during his pastorate, about 1856, the society erected a small wooden building as a house of worship.

Among those who have served the society as pastors, succeeding Mr. Stansbury, were: Rev. C. P. Hackney, H. V. Train, W. B. Haseltine, R. Langley, John M. Springer, I. B. Bachman, Jacob Miller, I. B. Richardson, William Haw, James Evans, George W. Case, John Knibbs, F. W. Hall, A. S. Collins, W. J. McKay, J. E. Irish, W. R. Irish, A. M. Pilcher, H. W. Bushnell, E. Trimm and W. H. Penn (the present incumbent).

The beautiful church, corner of DeWitt and Pleasant, opposite the courthouse square, is largely the result of the labors of the Ladies' Aid Society, who for several years energetically collected funds for its erection. The church was built under the pastorate of Rev. H. W. Bushnell. On October 3, 1897, Rev. D. W. Couch, of New York City, made an appeal for subscriptions to the new church, which, with resources on hand, gave the enterprise a backing of \$6,000. The board of directors then took matters well in hand, and in the following year the cornerstone of the present structure was laid, being completed at a cost of \$11,000. The edifice has two spires, the major one, ninety feet high, being on the corner of DeWitt and Pleasant streets.

The First Methodist has cause for pride as a stimulant of patriotism, as illustrated by the records of some of its pastors in Civil war times. Rev. John M. Springer enlisted as a private and died in the Union service, Rev. R. Langley was an army chaplain, and Revs. W. J. McKay and A. M. Pilcher have creditable army records.

The present membership of the First Methodist is nearly two hundred and twenty, with a Sunday School which has 245 scholars. The church is old, but strong, active and growing.

FIRST PRESBYTERIAN CHURCH

After some years of missionary work in this place the First Presbyterian Church of the town of Fort Winnebago was organized by Rev. William Wynkoop McNair, July 14, 1850, and incorporated as such, July 29, 1850. Not until July 21, 1892, was the name changed to the First Presbyterian Church of Portage.

On organizing, a frame building was erected on ground opposite the county jail, which served as a house of worship until February, 1856, and the former building was sold to the Baptists who moved it to near the southeast corner of Adams and Conant streets; the Presbyterians

having moved to the brick edifice on the north corner of Cook and Adams streets, erected an edifice at a cost of \$13,000.

This was a most substantial building, and will be a prominent landmark for many years to come. It has been twice gutted by fire, but it stands today apparently as good as ever.

The first fire occurred May 19, 1892, doing damage to such an extent that it was deemed advisable to build in a more westerly location, Portage having grown in that direction, and the present place of worship was erected in 1893, and dedicated October 15th. In this church and the manse on adjoining property east, the Presbyterians own one of the pretty and substantial church properties of the state, worth over forty thousand dollars.

Following the resignation of the Rev. W. W. McNair, the following were incumbents of the pulpit: Rev. George C. Heckman, 1856-60; Rev. Benjamin Van Zandt, 1860-62; Rev. Fred R. Wotring, 1863-66; Rev. Charles F. Beach, 1867-69; Rev. John H. Ritchey, 1869-74; Rev. Samuel Wycoff, 1874-77; Rev. L. H. Mitchell, 1878-81; Rev. Daniel Bierce, 1881-83; Rev. I. V. W. Schenk, 1883-86; Rev. John H. Ritchey (second term), 1886-1902, (died); Rev. W. G. Blue, 1902-07; Rev. J. I. Cleland, 1907-12; Rev. A. S. McKay, 1913, present incumbent. The foregoing were all men of more than ordinary ability, but the twenty-one years of John H. Ritchey, ended by death, show his great worth and popularity.

In the following those marked * were elders and † trustees: Connected with Rev. W. W. McNair in the organization were, George Wall *†; Chauncy J. Pettibone*; H. R. Pettibone; John ap-Jones and John A. Johnson, clerk. Mention in those early records and later, and the order given are the following: Charles Helms; Dr. D. C. Holtenstein; C. J. McCulloch †; Decatur Vandercreek; Lemuel Berry †; L. S. Dixon; W. Owen; E. O. Emerson; John E. Peabody; Rev. J. B. Plumstead; Donald Ferguson*; John L. Clark*; E. S. Doty; S. E. Dana; George H. Osborn; M. C. Prescott; Alva Stewart; E. P. Hill; L. Breese *†; R. B. Wentworth †; E. L. Jaeger †; D. G. Muir †; A. D. Hemmenway*; R. Pool; Thomas Yule*; M. Jennings*; W. S. Schermerhorn*; W. G. Bebb; W. L. Parry*; R. Campbell; R. O. Loomis †; G. J. Cox; J. J. Edwards; S. Shaw; R. L. Williams; N. K. Shattuck *†; James Paterson †; C. R. Austin; William Fulton *†; J. H. Rogers †; John Williamson †; L. L. Kennan; D. A. Goodyear †; G. J. Owen; George Yule; William L. Breese; Alex. Sheret; D. Buglass, Sr.; Paul Schumann †; M. L. Alverson; F. A. Lanzer*; W. C. Barden*; Dr. F. T. Gorton *†; F. L. Sanborn *†; E. R. Rice*; H. E. Andrews *†; R. L. Cochran*; C. F. Mohr †; R. McConochie †; D. Bogue.*

The present church officers with terms expiring as follows are: Session, pastor; A. D. McKay, moderator; William Fulton, 1915, clerk; L. L. Breese (life); H. E. Andrews, 1916; F. L. Sanborn, 1917; F. T. Gorton, 1917; D. Bogue, 1917, elders. Board of trustees: Chairman, F. L. Sanborn, 1915; Wm. Fulton, clerk, 1916; L. L. Breese, 1915; F. T. Gorton, 1915; E. L. Jaeger, 1916; M. L. Alverson, 1916; J. H. Rogers, 1917; C. F. Mohr, 1917; R. N. McConochie, 1917. The deacons are: E. L. Jaeger, A. Janda and A. O. Thayer. Treasurer of general fund, D. T. Lurvey; treasurer of benevolences, F. L. Sanborn.

The church has the following small endowments for special purposes: The Lydia H. Wentworth Memorial Fund, The Mrs. A. Weir Fund, and The Mrs. Maria J. Baker Fund; and its affairs are in good conditions and without debt of any kind.

The period of the Civil war was detrimental to the progress of the Presbyterian Church, as it was more or less to that of every other religious body in Portage. It was just recovering when Mr. Ritchey assumed his first pastorate, under which the church increased materially in membership. When he resumed the charge in 1886, it had a membership of about one hundred and thirty, and under his long and faithful second incumbency it reached its highest state of prosperity.

The old church burned May 29, 1892, and the new structure was completed and dedicated October 15, 1893. Present membership about two hundred and twenty-five.

The First Presbyterian Church is the oldest Protestant organization in Portage, and its long life has been fruitful of great uplifting power in the community.

ST. JOHN'S EPISCOPAL CHURCH

St. John's Episcopal Church of Portage was organized June 8, 1853, at a meeting held in Verandah Hall. The well-known pioneer, Henry Merrell, was chosen chairman, and J. B. Seaman secretary of the meeting, after which Mr. Merrell was elected senior warden and Alvah Hand junior warden of the parish, with C. D. Hottenstein, John Delaney, J. B. Seaman, M. H. Pettibone and A. C. Ketchum as vestrymen. After the election of Doctor Hottenstein and Mr. Seaman as treasurer and secretary, respectively, an invitation was extended to Rev. E. A. Goodenough, a missionary, to take spiritual charge of the small flock of Episcopalians, which invitation was accepted. Such, in brief, were the proceedings of the first meeting of St. John's Episcopal Parish.

Missionaries continued the services at Verandah Hall until August 7, 1854, when Rev. Hugh Miller Thompson accepted a call as the first

settled rector. The building of the first church was started June 4, 1855, when the late Richard F. Veeder, then a vestryman, donated its site. The edifice was completed the same year, and consecrated by the Rt. Rev. Jackson Kemper, D. D., on August 31, 1856. Mr. Thompson was ordained at the same time and continued the rectorship until November, 1858, subsequently becoming widely known as rector of Grace Episcopal Church, New York.

Rev. Eugene C. Patterson, who succeeded Mr. Thompson, served the parish until 1860, and was followed in 1861 by Rev. Alonzo J. M. Hudson. The rectorship was assumed by Rev. Walter F. Lloyd in 1867, and by Rev. Samuel D. Pulford in 1869. In 1871, during his incumbency, the present rectory was built. After seven years of service, in 1876 Mr. Pulford was succeeded by Rev. John K. Karcher, who, after a brief rectorship, was followed by Rev. Joel Clark, the latter retiring in 1879.

Rev. Harry Thompson and Rev. Charles Susan served the church from March, 1879, to April, 1880; Rev. John Wilkenson from the latter date until November, of the same year, and Rev. H. C. Whittemore for the succeeding three years, followed by Rev. Charles T. Susan, who held the charge until December, 1893, when he was appointed arch-deacon of the diocese.

Rev. Frederick E. Jewell accepted the rectorship in February, 1894, closing his work here May 1, 1900; and his was a noted service. It was during his pastorate, on Sunday, October 17, 1897, that the old church was destroyed which the congregation had occupied for forty-one years. The present edifice was first used September 4, 1898, and was dedicated by Bishop I. L. Nicholson March 9, 1899. During Mr. Jewell's rectorship the first vested choir of St. John's was organized.

Rev. A. G. Harrison assumed charge of the parish in February, 1901; was succeeded in February, 1905, by Rev. A. G. Jones, and a year later by Rev. Herman F. Rockstroh. During Mr. Rockstroh's rectorship the parish took on new life, and his sudden death, December 1, 1907, was a great loss to the church and the community. His outward memorial in St. John's Parish is Rockstroh Hall, a structure erected in 1913 between the church building and the rectory, in which is conducted the general work of the parish.

Rev. William E. Phillips became rector of St. John's in July, 1908, and continued in charge of the parish until July, 1912. In December of that year Rev. William H. Pond, the present incumbent, was called to the service.

At the present time, St. John's Episcopal Church has 265 communicants, and is growing as a stable religious body of Christians.

FIRST BAPTIST CHURCH

The First Baptist Church of Portage City was organized a few months after St. John's Episcopal. On August 30, 1853, the following met at Spicer's schoolhouse, Fort Winnebago, to perfect an organization: A. L. Round, I. Fuller, M. Fuller, Samantha P. Kincaid, Eunice Fuller, Malissa Fuller, C. Wright, Julia Wright, A. Spicer, Caroline Spicer, R. Spicer, Christina Spicer, Tacy Spicer, Mary C. Trout, T. R. Jones, Amanda Jones, Phoebe and Lucy Fuller, Leeta M. Cully and Thomas O. Hear. After the society was organized services were conducted at the schoolhouse, in Verandah Hall on DeWitt Street, and at the residences of members.

The first regular pastor, Elder J. H. Rogers, commenced his labors July 19, 1855, and during his pastorate (in 1857) the society purchased the Presbyterian edifice on Cook Street opposite the county jail, and moved it to the southeast corner of Conant and Adams streets. Soon afterward it was sold to the Catholics, who removed it to an adjoining lot, whereon they had built a frame church. The purchased structure was afterward used by St. Mary's Parish as a parochial schoolhouse.

The Baptists then took immediate measures for the construction of a brick church on Cook Street, near Mac. The basement of the new building, in which the society assembled for worship, was dedicated October 30, 1859, but sold the following year to the Catholics in exchange for their property on Conant Street. Upon this was a frame schoolhouse, which the Baptists transformed into their church home.

Following Mr. Rogers, who resigned in December, 1859, came, within the following decade, Revs. I. J. Hoile, A. Whitman, E. Ellis, J. H. Wilderman, W. Archer, D. S. McEwen, R. Storey, George P. Guild, J. W. Fuhrman, Charles Haas, H. J. Finch, Adam Fawcett, G. E. Farr, W. H. Stone, H. R. MacMillan and Ira W. Bingham.

The building on Conant Street, which had been used as a church for thirty-seven years, being too small for the increased membership of 1896 (over three hundred), was sold in that year, and the structure now occupied by the congregation was purchased of the Presbyterians and remodeled. It was dedicated as a Baptist church May 3, 1896. Eight months from that time the interior of the edifice was destroyed by fire, but rebuilding at once commenced and the church was reopened on June 13, 1897.

It was during the pastorate of Dr. W. H. Stone that the First Baptist celebrated the golden anniversary of its founding in 1853. The services were largely attended, and the occasion brought forth much deserved

felicitation over its long record of progress among the religious communities of Portage.

At present the First Baptist Church has an active membership of 190, of whom 120 are residents of the city.

ST. JOHN'S EVANGELICAL LUTHERAN

The strong German element in Portage asserted itself at an early day in the organization of a number of churches, of which the St. John's Evangelical Lutheran is the most influential of the present day. This society was organized in 1854, through the efforts of Christian Braetz, George Jurgens and other fellow-countrymen, and Rev. Mr. Beckel was its first pastor. Services were held in the Fourth Ward schoolhouse until 1874.

In the meantime the membership had largely increased and the financial resources of the church so increased as to warrant the erection of a permanent house of worship. The result was the completion of the brick structure at the corner of Carroll and Mac, in the year mentioned; and it is still occupied by St. John's, under the pastoral charge of Rev. William Uffenbeck. Mr. Uffenbeck was called to the pastorate in 1904. Within his charge are 712 communicants, of whom 181 are voting members. The Sunday school of St. John's numbers about one hundred and twenty. Connected with the church is also a large parochial school about half a mile west. So that altogether St. John's Evangelical Lutheran Church is perhaps the strongest religious body in Portage, and one of the most prominent in Southern Wisconsin.

The small frame building in which St. John's congregation had worshipped prior to the erection of the brick church was sold to the Free Methodists in 1874, and for some years they maintained services at the northeast corner of Jefferson and Pleasant, whither they had moved it.

GERMAN EVANGELICAL TRINITY CHURCH

The German Evangelical Trinity Church was organized in Portage in 1863, by the Rev. Louis Von Ragir. This church is located at the intersection of Wisconsin Street and Prospect Avenue. Mr. Von Ragir was succeeded by the Rev. Mr. Hauf, and he by the Rev. Mr. Gotlieb. It was under Mr. Gotlieb's ministry, that the church was erected. Rev. A. Klein succeeded Mr. Gotlieb. Succeeding him were: Revs. D. Ankele, J. Frankenstein and C. A. Hauck. The Rev. Edward Resmann is the present pastor and has served the people of that church for more

than a quarter of a century—under his pastorate the church has been greatly improved and the membership greatly increased.

OTHER PORTAGE CHURCHES

The German Catholics founded a church in 1877, and erected a brick edifice on Mac Street, but they have been absorbed by St. Mary's Parish, as will be evident from a reading of its history.

THE MASONS FORM PIONEER LODGE

The Masons were the first of the secret and benevolent orders to establish themselves in Portage. Their pioneer was Fort Winnebago Lodge No. 33, A. F. & A. M., organized in 1850, the dispensation being granted June 26th by William R. Smith, grand master of the state, and the charter granted on December 13th. The original meeting was held in the house afterward occupied by John Graham as a residence. It then stood on Cook Street, opposite the present site of the First Presbyterian Church. It is said that the old anteroom door, with the little wicket in the center through which the belated members of the mystic order were wont to whisper mysterious words in order that they might join the "rest of the boys," was afterward used as a cellar door by Brother Graham.

The charter members of the lodge were Hugh McFarlane, Erastus Cook, Charles M. Kingsbury, Walter W. Kellogg, G. Law, Nelson McNeal, Robert Hunter and Daniel Clough. John Delaney, the lawyer-editor, was the first initiate, joining the lodge October 17, 1850.

The lodge at first met in Vandercook's Block, but since 1883 all the Masonic bodies of Portage have held their meetings in their own hall, the lower story of which has been occupied—first by the armory of Company F, and of late years by the postoffice. The present membership of the lodge is 175.

The present officers of the blue lodge are as follows: Frank R. Graham, master; E. Andrews, senior warden; D. T. Lurvy, junior warden; John Graham, treasurer; Harry Slinger, secretary. John Graham's first official position in Fort Winnebago Lodge dates from 1858, when he was elected junior warden, and he has held the position of treasurer continuously since 1867. L. Breese was secretary in 1861, and is among the oldest of the living Masons in Columbia County. M. T. Alverson, who was secretary in 1868, and Edmund S. Baker, secretary in 1871, are also among the Masonic veterans.

CHAPTER, COUNCIL AND COMMANDERY

Fort Winnebago Chapter No. 14, R. A. M., was granted a dispensation by R. D. Pulford, grand high priest of Wisconsin, February 22, 1856. To be strictly accurate, from the date of dispensation to February 5, 1862, the name of the chapter was Portage, its present name having been assumed in the latter year. The chapter met for the first time March 11, 1856, and the officers were installed February 28, 1857. The first three who received the R. A. degree were A. B. Alden, G. W. Stout and J. Arnold. Mr. Alden was grand master of the Masons of Wisconsin in 1861-63.

The present officers of the chapter, which has a membership of 175, are: James A. Older, high priest; J. H. Rogers, king; M. T. Alverson, scribe; E. S. Baker, secretary; Alois Zienert, treasurer. John Graham was first identified with the chapter officially in 1857, when he held the position of secretary, and Mr. Alverson, whose official connection with the chapter commenced in 1870, is still on the staff.

The Council of Royal and Select Masters, which has a membership of forty-five, has the following officers: M. T. Alverson, illustrious master; R. A. Smith, deputy master; J. S. Williams, principal conductor of work; E. S. Baker, recorder and treasurer.

Fort Winnebago Commandery No. 4, Knights Templar, received its dispensation from H. L. Palmer, grand commander of the state, on January 2, 1862. The commandery met, for the first time, on April 17, 1861, with E. P. Hill as eminent commander. The present officers of the commandery, which numbers 123 members, are: R. E. York, commander; J. H. Rogers, generalissimo; W. M. Edwards, captain general; G. W. Case, prelate; R. S. Woodman, senior warden; Henry C. Brodie, junior warden; E. S. Baker, recorder; Alois Zienert, treasurer.

I. O. O. F. BODIES

The first Odd Fellows of Portage were largely Germans. This was so evident to the members of their pioneer organization, Portage City Lodge No. 61, which was established January 2, 1854, that the English-speaking element gradually withdrew. In January, 1862, the lodge became an English-speaking organization.

The present Wauona Lodge, No. 132, was instituted on the 8th of October, 1867, its first officers being: S. K. Vaughan, noble grand; M. Waterhouse, vice grand; M. T. Alverson, recording secretary; B. J. Pixley, treasurer; James Munroe, permanent secretary. Those now in

office: H. A. Cuff, noble grand; John Gay, vice grand; Ray Watson, recording secretary; Joseph H. Bryan, financial secretary; R. C. Anacker, treasurer; F. L. Sanborn, James Baird and Charles Guenther, trustees. The lodge has over sixty members, and a flourishing auxiliary—Pansy Rebekah Lodge No. 106, organized in 1893.

THE PYTHIAN BROTHERS

Pythianism in Portage was born in 1882, when J. B. Powell, of Milwaukee, an enthusiast of the order, canvassed the local field and, although he found it rather crowded with lodges of the older orders, marshaled twenty-two men to support the cause, and Portage Lodge No. 35, K. of P., was the result. It was instituted January 16, 1883, and its first officers were: William Meacher, Jr., P. C.; H. S. Goss, C. C.; J. E. Jones, V. C.; William Edwards, P. C.; A. Colonius, M. of E.; R. A. Sprecher, M. of F.; W. C. Mantor, K. of R. and S.; E. S. Purdy, M. of A.; P. J. Barkman, I. G.; E. H. Hughes, O. G.; representatives to the grand lodge, William Meacher, Jr., and J. E. Jones. But evidently the time was not ripe for the planting and growth of No. 35, which ceased to meet in 1886, and at the grand lodge convention of March 13, 1888, its charter was suspended.

In September, 1892, ten years after the first attempt to establish a Pythian lodge in Portage, Mr. Powell again appeared with his old-time vim. At this time he had behind him an order which had steadily gained in popularity, as well as a larger city. Securing the names of forty citizens (some of them connected with No. 35), Mr. Powell obtained a working team of his Pythian brothers from Milwaukee, and McQueeney Lodge No. 104 was organized in the Masonic lodge room, on the 10th of September, 1892, although the charter was not granted until May 30th of the succeeding year.

Following are the first officers installed: M. McQueeney, P. C.; J. B. Taylor, P.; J. M. Russell, M. of E.; James M. Lawson, M. of A.; E. H. Warner, I. G.; M. T. Alverson, C. C.; W. C. Jens, V. C.; A. J. Niemeyer, M. of F.; E. A. Pollard, K. of R. & S.; Robert G. Buglass, O. G. Altogether there were forty-one charter members.

The lodge has now about one hundred and forty members, with the following officers: 1913, Frank R. Graham, C. C.; 1914, E. J. Klug, C. C.; Charles H. Hall, V. C.; Otto E. Isberner, P.; A. D. Johnson, M. of W.; S. H. Peck, M. of E.; Anton Lohr, M. of F.; W. R. Jamieson, C. of R. S.; P. P. Huebner, M. at A.; E. A. Rebholz, I. G.; Wm. Niemeyer, O. G. Present number of members, 152.

PORTAGE LODGE, BENEVOLENT AND PROTECTIVE ORDER OF ELKS

Portage Lodge of Elks was organized March 26, 1901, with thirty members. It has been one of the most progressive lodges in the city, having initiated 252 members; its present membership is 153.

The first officers of this organization were: J. H. Wells, Exalted Ruler; J. E. Jones, Leading Knight; H. L. Bellinghausen, Loyal Knight; E. H. Burlingame, Lecturing Knight; Charles G. Jaeger, Secretary; Frank P. Dunker, Treasurer; D. Buglass, Tyler; J. C. Butt, Esquire; C. P. Jaeger, Chaplain; E. P. Ashley, Inner Guard; Trustees, A. C. Taylor, H. J. Puffer, J. C. McKenzie.

The lodge maintains club rooms adjoining its hall and is first in charities and social functions in the city organizations. The present officers of the lodge are: Julius Eulberg, Exalted Ruler; Dr. W. J. Thomson, Leading Knight; E. B. Lillie, Loyal Knight; Wm. Papke, Lecturing Knight; E. A. Weinke, Secretary; Otto Paulus, Treasurer; J. W. Dalton, Tyler; T. F. Curry, Esquire; W. O. Kelm, Chaplain; C. W. Baker, Inner Guard; Trustees, J. C. Leisch, Carl Luedtke, A. Zienert.

D. A. R. OF PORTAGE

By Mrs. J. E. Jones

Wau-Bun Chapter No. 439 is the name by which is known the Portage Chapter, Daughters of the American Revolution. Wau-Bun is an Indian word signifying "Dawn," which seemed an especially fitting name for an organization whose aim it is to keep alive the memories of the dawn of American Independence and the names of the brave men and women who achieved it.

This chapter was organized in 1898, its charter having been granted on December 14th of that year. To Mrs. A. C. Flanders, who became a member of the National Society January 3, 1897, is largely due the credit for its existence. Early in 1898 Mesdames E. H. Van Ostrand, W. M. Edwards, S. A. Holden and C. W. Latimer also became members of the national organization, and, reinforced by this able corps of assistants, the necessary twelve were soon secured and the local chapter organization completed in December, 1898. The twelve charter members were: Mesdames A. C. Flanders, E. H. Van Ostrand, W. M. Edwards, S. A. Holden, Clark Latimer, C. M. Bodine, James Gowran, R. O. Spear, M. T. Alverson, S. H. Low, and Misses Minnie Decker and Fannie Waldo.

The first officers were: Regent, Mrs. Flanders; vice regent, Mrs.

Van Ostrand; registrar, Mrs. Edwards; recording secretary, Mrs. Holden; treasurer, Mrs. Latimer; historian, Mrs. Bodine; corresponding secretary, Mrs. Alverson.

The principal work of the chapter has consisted in the marking of historic points in and about Portage, the most pretentious effort being the placing of a granite monument, with appropriate ceremonies, to mark the place where Father Marquette and Joliet launched their boats in the Wisconsin River after crossing the Portage on their historic trip in 1673.

To stimulate an interest in the study of history, both national and local, prizes have been given to the pupils of the schools for proficiency in United States history and for essays on local history.

The custodianship of historic Old Fort Winnebago Cemetery has been committed to Wau-Bun Chapter by the National Government, and the ladies hope to make the spot a beautiful and worthy memorial to the pioneers and soldiers who lie buried here, among whom is a Revolutionary soldier, Cooper Pixley, whose memory the "daughters" delight to honor on each recurring Memorial Day.

The present membership of the chapter is sixty-five, about half the number being non-resident members.

The present officers are: Regent, Mrs. Chester W. Smith; vice regent, Mrs. E. S. Purdy; recording secretary, Mrs. S. A. Holden; corresponding secretary, Mrs. H. J. Puffer; treasurer, Mrs. T. J. Hettinger; registrar, Mrs. Clark Latimer; historian, Mrs. D. A. Hillyer; chaplain, Mrs. M. T. Alverson; custodian, Mrs. J. E. Jones.

KNIGHTS OF COLUMBUS AND FORESTERS

The Knights of Columbus, and Foresters, have strong organizations in Portage. The former, Portage Council No. 1637, was organized May 12, 1912, and has a membership of 112. William O. Kelm is G. K.; Herbert J. Slowey, D. G. K.; John J. O'Keefe, C.; Henry W. Williams, W.; Joseph Buckley, F. S.; Frank C. Kenney, R.; Louis Yanko, O. G.; Thomas Devine, I. G.; Joseph Gabriels, lecturer; Arthur R. Tobin, advocate. Although the name of T. F. Curry does not appear officially, he is accorded full credit as being one of the founders of the K. of C. in Portage.

S. B. Ernsperger is C. R. of the Foresters; James McMahon, P. C. R.; F. G. Klenert, V. C. R.; L. F. Yanko, R. S.; Joseph J. Rubin, F. S.; Joseph Dalton, T.; W. O. Kelm, speaker.

LODGES OF RAILROAD EMPLOYEES

Railroad employes have several well organized lodges or unions, the engineers, firemen and trainmen being all represented. Perhaps the strongest of these bodies is Portage Lodge No. 767, B. of L. E. & F., which was organized by Dr. W. B. Corey, general medical examiner, in March, 1909. Of this, P. J. Muleahy is president; H. J. Arn, vice president; E. W. Smith, F. S.; D. T. G. Muleahy, R. S.; Frank Isberner, T.

PORTAGE LIEDERKRANZ

Notice is due several organizations which are neither secret nor benevolent. The oldest of these is the Portage Liederkranz, primarily a German music society, which has projected several enterprises of another nature. The society was organized December 31, 1856, with Robert Gropius, president; Charles Diedrich, secretary; Charles Moll, treasurer; John B. Bassi, conductor. In 1864 the Liederkranz purchased two lots on Conant Street, moved thereon a building, employed a German teacher and opened a select school. This enterprise not proving successful, in 1872 the building was sold to the city for an engine house. Thereafter the society confined its activities quite closely to social and musical matters, its annual balls being for many years marked events in German circles. Its regular membership is now about thirty-five, with the following officers: J. Schnell, president; L. Rotter, vice president; John Diehl, treasurer; Rudolph Schroeder, secretary.

THE NATIONAL VERBAND

In 1913 the German-Americans of Portage organized a local society of the National "Verband," whose objects are both patriotic and in furtherance of the interests of that element which yields so much good and sturdy influence in the community. Though so young, it has already reached a membership of more than one hundred. Alois Zienert is president; John Diehl, vice president; Ludwig Baerwolf, treasurer; and J. Schnell, secretary.

COUNTRY CLUB OF PORTAGE

The Country Club of Portage, which has about sixty members, was organized in 1906, and has forty acres of land on the north shores of

Swan Lake. The property includes a hotel, five neat cottages, a common dining-room and kitchen, and provision for fishing, bathing, golf, tennis, baseball, and everything providing for out-of-door amusement and invigoration. The presidents of the club have been T. H. Cochrane, F. E. Bronson and J. H. Rogers.

THE Y. M. C. A.

The Y. M. C. A. has an organization in Portage which is doing a good work. It opened a large room in the center of the business district, in 1909, and supplies the public with reading matter, games and facilities for exercising and bathing.

CHAPTER XV

COLUMBUS CITY

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Columbus, the second city in size, importance and influence in Columbia County, is located in the extreme southeastern corner of its territory. To visitors it presents a clean, brisk, substantial appearance, with its well-paved streets, its attractive city hall, County Training School and other modern buildings, and its handsome residences surrounded by spacious grounds. The residents of Columbus have spirit and perseverance, believe in their city and are "boomers" in the good sense. The general result, it will be admitted by both strangers and townsmen, is to give the impression that Columbus is more populous than it really is. It is unusually metropolitan for its size.

FIRST SETTLER AT COLUMBUS

The first settler to locate within the present municipal limits of Columbus was Elbert Dickason. In 1839, he came as the owner of a considerable tract of land on the west side of the Crawfish River, which

he had purchased from Lewis Ludington, one of that great family of lumbermen whose tracks are found in so many sections of Wisconsin and Michigan.

LEWIS LUDINGTON BECOMES OWNER OF THE TOWN

Erecting a log cabin on his land not far from the present site of the St. Paul Railroad depot, Major Dickason commenced to dam the Crawfish and build a sawmill. He evidently came to stay, for he brought with him a herd of cattle, a number of horses and a few wagons, with men to assist him in his work. But his first winter at the site of Columbus was so severe that most of his live stock died, his stock of food reached starvation dimensions, most of his help left him and he was solidly "down on his luck." This seemed to be the beginning of misfortunes which attended him during the succeeding four years. He finished the sawmill, and got it in operation, but he was unable to meet his payments on the land which he had purchased on time from Mr. Ludington and, like many another pioneer worker, passed over the fruits of his labors to a "watchful waiter." It is said that the major received \$200 in cash from Mr. Ludington for all his rights in the property upon which he had spent nearly ten thousand dollars, and then departed for his new location at Duck Creek, now Wyocena.

WAYNE B. DYER DESCRIBES THE "VILLAGE"

Wayne B. Dyer, afterward of Durand, Pepin County, Wisconsin, came to Wisconsin from the East in the month of August, 1843. When he passed over the present site of Columbus, the log cabin of Major Dickason on the Crawfish and that of Hiram Allen, not far from the mill, constituted the entire Village of Columbus. Mr. Dyer relates an incident in the experience of Dickason which illustrates the trials he bore so patiently. Once the major got out of hay and was compelled to drive his cattle to a point near Beaver Dam, and chop down elm and basswood trees for them to browse upon. This operation was called "grubbing it," and what is now known as Beaver Dam was then called Grubville.

In that same spring of 1843, the deer lay dead upon the Crawfish—starved to death, because the deep snow shut them away from their usual browsing grounds. Dyer was a great hunter and trapper in those days and killed many a deer in the vicinity of Columbus. Indeed, for years after his arrival he could start out almost any day and return with one. His lodge was seldom without venison. After Columbus had grown to

be quite a village, he saw several deer run across its main street. He trapped many otter also, in the early days along the Crawfish.

Mr. Dyer relates that Major Dickason passed through Otsego on his way to locate at Duck Creek, the next day after the former settled in his new home at Columbus, and he took a primitive dinner with him.

DRAKE SUCCEEDS DICKASON

Jeremiah Drake, as the agent of Mr. Ludington, succeeded Dickason in the management of the property on the Crawfish, and built the first frame house in the place. From 1841 to 1845, the arrival of strangers was of almost daily occurrence, and many of them came to remain. Among the prominent settlers of that period were: 1841, Jacob Dickason, brother of the major, who settled near the latter's cabin; 1842, Noah Dickason, James Shackley, S. W. St. John and Mr. Baldwin; 1843, H. W. McCafferty, H. A. Whitney, Jeremiah and W. Drake, who located just outside the village limits; 1844, Jacob Smith and the Stroud family; 1845, James T. Lewis, J. C. Axtell, D. E. Bassett, J. E. Arnold, Warren Loomis, W. C. Spencer, Jesse Rowell, E. Thayer and W. M. Clark.

FIRST LAWYER AND FIRST DOCTOR OFFICE TOGETHER

Of the foregoing, Mr. Lewis was the first attorney and Dr. Axtell, the first physician. These pioneer professional men got busy at once, as was the custom, and, to economize, occupied the same office for some time. There was another good reason why they should thus be associated; they were friends, and both young men of unusual talents.

JAMES T. LEWIS

In view of the unusual prominence attained in after years by the former, the continuous stream of the narrative takes a turn at this point to eddy around the personality of Wisconsin's War Governor.

After Mr. Lewis came into national prominence, the old Columbus settlers enjoyed describing the young lawyer as he appeared in July, 1845, upon his arrival from his eastern home. He had left Orleans County, N. Y., a short time before, to find a home in the West. Arrived at Buffalo, he and Dr. Axtell made the trip around the lakes to Detroit together, and there parted. Shortly after, Lewis landed at Kenosha, and purchased a "mount" for thirty dollars—a scrawny Indian pony who was used to traveling in the Wisconsin of those days. On this steed,

able if not always willing, he skirted the shores of Lake Michigan toward Green Bay.

At that date Oshkosh had made a slight start, and Neenah and Appleton were in embryo. Fond du Lac was a small village, Milwaukee an infant city, and Green Bay still not far advanced beyond the grade of a trading post. Green Bay did not appeal to the horseman, and he turned his steed southward. At Fond du Lac, Lewis was told that he would find another village about a dozen miles away, which proved to be the Waupun of the present. Having ridden about the distance mentioned he inquired at a log house by the wayside how much farther it was to the village, and was told that he was in the very midst of it. As this did not seem to promise well for the practice of the law, the young man pushed on to the real little village of Beaver Dam. There he heard of a road which led to another settlement to the southwest. Along it he made his way to the present City of Columbus. He found four houses on the very site and a few more in its immediate vicinity.

It was upon the termination of this journey on the travel-worn pony, with the muddy and the torn evidences of the trail and the bush all over and about him, that the few who had preceded him obtained their first impressions of the future governor, which, in after years, they pictured with such a mixture of gusto and pride.

By a welcome coincidence, Dr. Axtell arrived the same day as Lewis, his route having been by way of Detroit and Chicago, and thence, across country, to Columbus. The doctor, according to tradition, was both a handsome and a brainy man, and shared the admiration of the pioneer villagers with his friend Lewis.

For nearly sixty years thereafter Columbus was the home of James T. Lewis, and year after year his strong and fine character threw out its roots into the hearts and minds of the people, his influence spreading far beyond the bounds of Columbia County. At his death, on August 4, 1904, no man in Wisconsin had a stronger hold upon the affections and confidence of its people than the old War Governor. A few months before his death his friend and fellow-worker in Wisconsin affairs, A. J. Turner, paid him this tribute:

"In the quiet of his old 'colonial' home, picturesque in its environs, and hallowed by many sacred memories, Wisconsin's venerable War Governor still lives, nearing his eighty-fifth year, enjoying the repose earned by a long and honorable life, tenderly cared for by loved and loving children, amid troops of friends, serenely but bravely awaiting 'the inevitable hour.'"

"James Taylor Lewis, the subject of this sketch, a native of Clarendon, Orleans County, New York, was born October 30, 1819. From

the union of Shubael Lewis and Eleanor Robertson, seven children were born, and of these James was the third child and third son. His paternal grandfather, Samuel Lewis, was a native of New England and lived for a time at Brimfield, Mass. This branch of the family is of English lineage, with probably a slight admixture of Welsh. From the maternal side he received a strong infusion of Scotch blood—a blood prepotent to a high degree in its assimilation with others with which it commingles.

“There is, however, little authentic history touching the first migration of the family from the Old World. At all events the record is so hidden in the far past that for present purposes the Lewis family may rightly be considered as:

“ ‘Native here,
And to the manner born.’

“The Lewises about whom we are immediately concerned, were first known in the New York village already mentioned. The family must have been fairly well-to-do, for we learn that James had completed the English and classic courses at Clarkson College and Clinton Seminary, New York, and was prepared for admission to the bar before he had attained his twenty-sixth year.

“As early as the year 1845, anticipating by many years the wisdom and importance of Horace Greeley’s advice to young men about going west, he removed to Wisconsin and opened a law office in Columbus, where for nearly sixty years he has since resided. The following year he returned to his old home and was married to Miss Orlina M. Sturges, the beautiful and cultured daughter of a prominent merchant and esteemed citizen of Clarendon. From this marriage four children were born, Henry S., the eldest, who died in infancy; Selden J., so named for his father’s early friend and benefactor, the eminent Judge Selden, and sometime governor of New York; Charles R., named for the late Hon. Charles D. Robinson of Green Bay, an esteemed friend of the family in pioneer days in Wisconsin, and Mrs. Anna L. Dudley, the accomplished wife of Mr. Frank Dudley, long a highly trusted official of the Chicago, Milwaukee & St. Paul Railway Company in Chicago. The elder son, Selden, is a prominent lawyer and much respected citizen of Vermillion, South Dakota; Charles R., the younger son, has for many years held important and responsible official positions with the St. Paul Railway in Minneapolis.

“Declining tempting inducements to open a law office in a neighboring town near his old home in New York, young Lewis, with his bride,

removed in July, 1846, to Columbus, as already stated, where he has since resided. This singularly happy union was severed, however, by the death of Mrs. Lewis, in the year 1903, who died profoundly mourned by all who had known her in life, and their name was legion.

Upon his arrival in the territory, Mr. Lewis, at once, began the practice of law in the inferior and nisi prius courts and was early admitted to the bar of the supreme court. While Wisconsin was still a territory, he was chosen probate or county judge, and a few years later was elected district attorney for Columbia County. Our young attorney's law practice was early interrupted by calls to the public service, and the allurements and fascinations offered by business inducements in a new country. In 1848 he was chosen a member of the second constitutional convention and is probably the last living signer of that organic act. He was less than thirty years of age when he sat as a member of this convention. In 1852 he was elected a member of the lower house of the State Legislature and the following year was chosen a state senator. As a legislator he took an active and prominent part, having a place on many important committees. It was during the session of 1853 that the senate sat as a court of impeachment upon the trial of Levi Hubbell, judge of the second judicial circuit. The trial attracted universal interest because of the prominence of the defendant and the eminence of the attorneys engaged on either side. Judge Hubbell was acquitted after a prolonged trial, Senator Lewis voting for acquittal.

In 1854 Senator Lewis was elected lieutenant governor and as such it became incumbent upon him to preside over the senate, of which he had so recently been a member. As presiding officer of the body he was specially distinguished for fairness, impartiality and uniform courtesy. His term as lieutenant governor ended, he resumed his private business at Columbus, which he continued uninterrupted till the outbreak of the Civil War. Hitherto he had been a consistent and steadfast democrat of the Silas Wright school, but at the opening of hostilities, he soon became restive under party restraints and early repudiated what he conceived to be a lack of frankness and unquestioned loyalty on the part of the dominant leaders of the democratic party. Indignantly declaring that 'he who is not a faithful friend of the government of his country, in this trying hour, is no friend of mine,' he at once threw the weight of his name and influence in support of the war, holding that partisanship should abate in such a fearful emergency. It was the course of thousands!

In the autumn of 1861 he was nominated and elected secretary of state, on the so-called Union Republican ticket, and at the following election, 1863, was chosen governor by the same party, with the largest

majority ever given in the state to that time, and for many years thereafter.

"Since his retirement from the executive office, January, 1866, Governor Lewis had devoted his attention to private business, the education of his children, the up-building of his home city and the promotion of educational and church enterprises. He has also traveled extensively abroad and throughout the United States. A few years ago he made a tour of the world, visiting all parts of the Orient and Europe. Since quitting the governorship he has never sought, but has often declined, public office, but, meanwhile, he has maintained a keen interest in public affairs, abating nothing within reason that would promote the success of the Republican party to which organization he has persistently adhered since the great war between the states.

"His life-span has covered the most wonderful period in the annals of the world and is almost co-extensive with that of the Republic itself. Governor Lewis was born in the same year with Victoria, and during the first term of President Monroe. At his birth, Washington had been in his grave scarcely twenty years. He has lived under the rule of twenty-two presidents and enjoyed a personal acquaintance with most of them. He was seven years old when Adams and Jefferson died. In his youth he knew many of the heroes of the Revolution and must have known some of the signers of the Declaration of Independence as the youth of today know him or as they know the surviving leaders of the Civil war. He was helping on the Constitution of Wisconsin when the younger Adams fell stricken upon the floor of the old House of Representatives, and was thirty-three when Clay and Webster died. Far within his lifetime Wisconsin has grown from a wilderness to an empire of more than two and a half million souls. In the work of her upbuilding, Governor Lewis contributed much; few more, and fewer still, who have more fully earned the repose he is now enjoying as he serenely contemplates the past and hopefully faces the future.

"Governor Lewis, in his best days, laid no claim to great oratorical gifts, but, as Jeremy Taylor once said of another, he had always "the endearment of prudent and temperate speech," and as Lamartine said of Mirabeau, "his genius was the infallibility of good sense." However, the governor possessed the power of strong and fluent speech and of succinct and cogent statement far beyond the average of men in public life.

"It is the hope of his friends that he may yet live on for several years with no further impairment of his powers. Whether this hope is to be realized or not, all rejoice that he is passing to the close, spared the fate of so many public men of going to the grave full of grief and disap-

pointment. Such was the fate of Seward and of Greeley; more certainly was it true of Blaine, the greatest partisan leader since Andrew Jackson, and yet he died, if not without a party, full of resentment towards that he had so long led. During his last days, it is said of Sumner that he passed to his seat in the Senate as to a solitude. While dying, an open book was found upon his table with this passage marked by his own hand:

“ ‘Would I were dead! if God’s good will were so:

For what is in this world, but care and woe.’

“The list of statesmen dying heartbroken and disappointed, could be extended almost indefinitely, but the subject of the foregoing sketch has no place on it. His life has been one full of hope and not of despair. Whether his remaining days be few or many, his name will long abide a cherished memory with the people he served so well.”

POSTMASTER WHITNEY AND “OLD HYSON”

II. A. Whitney, who was a co-worker with Major Dickason in building the dam and sawmill, also opened the first tavern and store in Columbus. Late in 1845 a postoffice was established at Columbus with a weekly mail, and there was an animated contest as to whom should be appointed postmaster. The friends of Mr. Whitney rallied to his support, and Colonel Drake, who had succeeded Major Dickason as the developer of the Ludington interests, was his strongest competitor. Whitney received the appointment. Shortly afterward he went to the pineries on business, and in his absence the duties of the office were performed by Sylvester Corbin, familiarly known in after years as “Old Hyson.”

Corbin carried the mail about the place in his hat, except when out with his gun hunting prairie chickens. On such occasions he would leave the contents of the postoffice with Governor Lewis. The first postoffice was kept in a low, flat-roofed building which stood nearly opposite the site of the structure long afterward erected and known as Shaefer’s brick block. F. F. Farnham, who came to Columbus about this time, thus describes it: “The apartment was partitioned by the aid of blankets, and in the room lay ‘Old Hyson’ prone upon a bed shivering with ague. In one corner stood a barrel of whiskey, and in another was a 7x9 glass box, the contents of which constituted the postoffice, which the inquirer after mail rummaged at his leisure.”

LUDINGTON’S PLAT AND ADDITION

Ludington’s Plat was the first official evidence of the existence of Columbus, and it was recorded by Lewis Ludington in the Brown County

archives at Green Bay, on the 11th of November, 1844. His first addition of October, 1850, was recorded in Columbia County, which had been organized three years before.

The original plat of the village presented a fine picture on paper. Passing through the eastern limits, the Crawfish marked its winding course. Leading away to the southwest from the river's oak-fringed banks to the borders of clustering groves in the distance were broad avenues, with other wide streets crossing them at right angles. Near the river's edge was an entire block marked "public square," and not far away a "park," "schoolhouse," "church" and "hotel"—all donations from the proprietor of the village.

FIRST HOTEL, STORE AND SCHOOL

H. A. Whitney was the lucky possessor of the portion of the plat indicated as "hotel," corner of James and Ludington streets, and in the summer of 1844 he secured absolute title to it by building a tavern upon it. It was a one-and-a-half story frame, and most of the lumber which went into it was hauled from Aztalan. In the lower part Mr. Whitney kept a small stock of goods, his store.

The school of the Ludington Plat did not materialize until 1846, when it was erected on Ludington Street, and the Congregationalists built the church in 1850 upon the land at the corner of Mill Street and Broadway, which Mr. Ludington had deeded to them.

MILL PROPERTY PASSES TO J. S. MANNING

In the meantime the old mill property had passed out of the hands of Colonel Drake, the Ludington agent. Soon after getting his little sawmill in operation Major Dickason had put in a run of stone, and thus became the only miller for miles around. When the Drake-Ludington management came into control in 1843, the grinding of grain was made the leading feature of the plant and another run of stone added. People came from Madison, Stevens Point and other remote settlements to the Columbus mill, and so extensive was the custom that some of the grists would have to wait two weeks before their "turn" would be reached. When J. S. Manning purchased the plant in August, 1849, it was one of the busiest mills in Central Wisconsin. Mr. Manning put in new machinery and otherwise improved it, and in after years the water power, as well as the grinding facilities, was kept up to the requirements of the trade.

COLUMBUS BECOMES A VILLAGE

Columbus continued to grow in every particular, and by the early '60s it became apparent that the place was ready for a local government separate from the township organization. The villagers had participated in town affairs, and the townsmen had turned about and mixed with village matters. But the Columbus people who had become a consolidated majority commenced to chafe to the point of becoming sore, and found their remedy in May, 1864, by adopting the village form of government.

Columbus was incorporated as a village under legislative act, approved March 30, 1864, and it was provided that its officers should be a president, four trustees, one marshal and one treasurer, to be elected annually on the first Tuesday in May. The election was held accordingly, with the following result: R. W. Chadbourn, president; F. F. Farnham, Silas Axtell, John Hasey and Thomas Smith, trustees; Milo J. Ingalls, treasurer; B. F. Hart, marshal.

INCORPORATED AS A CITY

From the organization of Columbus as a village until its incorporation as a city in 1874, R. W. Chadbourn, W. W. Drake, F. F. Farnham, Daniel E. Bassett, W. M. Griswold, J. S. Manning and Frank Higgins served as presidents of the board of trustees, and during the entire decade Charles L. Dering acted as clerk.

Toward the last of January, 1874, President Frank Higgins and Trustee E. E. Chapin, of the village board, repaired to Madison with a petition of the villagers to the State Legislature asking to be incorporated as a city. The memorial, with a bill, was introduced to the Senate on February 3rd, and, after proper preliminary action, was printed. The latter was taken back to Columbus for correction and amendment. After being somewhat changed, notwithstanding opposition from the town Board of Supervisors, the incorporating act passed both houses of the Legislature, receiving the governor's signature February 26, 1874.

The corporation area was divided into three wards and municipal elections fixed for the first Tuesday of April. Provision was made for the following officers: Mayor, treasurer, assessor and police justice, for the city at large; one alderman and one supervisor for each ward, as well as a justice of the peace and a constable. An amendment to the charter repealed the clause providing for a general police justice, and the duties formerly devolving upon that official were divided among the ward justices.

The first officers, elected in April, were as follows: L. J. Sawyer, mayor; H. Rowell, police justice; H. D. James, treasurer; John C. Hoppin, assessor. C. L. Dering was chosen by the Common Council as city clerk and O. M. Dering, marshal.

The incorporation of the City of Columbus was an event which called for renewed enterprise, and its growth into a stirring, pro-



CITY HALL AND AUDITORIUM, COLUMBUS

gressive municipality is told in the details of its present life and of the institutions founded and developed by its citizens.

CITY DEPARTMENTS AND ACTIVITIES

The municipal activities of Columbus are now centered in its handsome city hall, completed in 1892. It accommodates the various city officers and houses the fire apparatus, and its upper floors are mainly occupied by an attractive auditorium which will seat nearly one thousand people.

ELECTRIC LIGHT AND WATERWORKS

The electric light and waterworks plant is at the foot of Water Street, along the right of way of the Chicago, Milwaukee & St. Paul Railway Company. Columbus was one of the first cities in Central Wisconsin to adopt the system of electric white lights for its business streets. The cluster of lights on either side of James and Ludington streets give its down-town district a cheerful and business-like appearance. The supply of water is furnished from three artesian wells, and the power house at the dam sends it through the mains with sufficient force to furnish, with the apparatus at the city hall, adequate fire protection. Both the light plant and the waterworks are owned by the municipality and are more that self-sustaining, with very reasonable charges for water and light.

The year 1877 was a season of great activity in the public affairs of Columbus. It had been a city since 1874, and several projects which had been under way culminated in that year. The old Methodist Church building, which had been moved to Broadway and converted into a public hall, was transformed into an opera house in 1877; which was the predecessor of the auditorium in the city hall building.

FIRE DEPARTMENT

Among other important clauses in the city charter was one providing for the establishment of a fire department. Accordingly, on December 26, 1877, the City Council entered into a contract with the Babcock Manufacturing Company of Chicago for two extinguishers and a hook and ladder truck. A department had already been organized with L. J. Sawyer as chief, and the Germania Fire Company, Hook and Ladder Company No. 1 and Columbia Fire Company had been formed—all within the year 1877.

FREE PUBLIC LIBRARY

On the 20th of January, 1877, a meeting of prominent citizens was held at the opera house for the purpose of organizing a library association. This was but preliminary to the gathering of a week after, at which Matthew Lowth, a settler of 1851 and a leading citizen of public affairs, was chosen president; E. S. Griswold, vice president; C. L. Dering, secretary, and L. R. Rockwell, treasurer. At the same meeting ex-Governor Lewis donated fifty-four volumes; E. S. Griswold tendered

the use of two rooms in his brick block (which was accepted) and Miss Mattie Walsh was appointed librarian.

This was the origin of the Free Public Library, which was founded in 1901. Largely through the influence of the Woman's Club, Andrew J. Carnegie was induced to donate \$10,000 for the founding of a library under his well-known conditions, and a site for a building was purchased opposite the city hall. It was a beautiful little structure which was thrown open to the public in November, 1912. The regular annual appropriation voted by the City Council for its support is \$1,500. Most of the standard magazines, several Wisconsin newspapers, and a good



COLUMBUS HIGH SCHOOL, 1895-1910

selection of 5,800 books are provided for patrons. The library is in charge of Miss Nellie A. Loomis, who has had the position since 1908.

THE SCHOOL SYSTEM

The 545 pupils connected with the public system of education provided by the City of Columbus are accommodated in one of the most substantial and attractive buildings for the purpose in Columbia County. The building, which is of cream brick, is located in a city block, the entire property being valued at \$90,000. Professor R. L. Heindel, head of the city system, has under him 145 pupils in the high school and 400 in the grammar department. Included in the scope of the curriculum are Latin and German, music and drawing, domestic science, and manual and vocational training.

The Union School building consists of two parts—the old High School, completed in 1895 and now housing the kindergarten and two grammar grades, and the 1910 structure, in which are the present High School pupils and those of six grammar grades. It is a far cry from the little frame schoolhouse erected on Ludington Street in 1846 to the massive Union Building of 1895-1910; but, in its day, the former was just as important to the progress of the primitive town as the latter is to the development of the larger and more finished community.

HISTORY OF THE SCHOOL

In November, 1849, a meeting was held at that tiny schoolhouse which resulted in the formation of the first district, which embraced the present city. Robert Mills was elected director; J. T. Lewis, treasurer, and H. S. Haskell, clerk. From a report made by the district clerk to the town superintendent, in the following year (1850) it appears that the average attendance of scholars in the district was sixty-four.

It is interesting to know that such as the following taught in that schoolhouse on Ludington Street, during the '50s: Garrit T. Thorn, afterward a senator from Jefferson County; John A. Elliot, once state auditor of Iowa, and Laura D. Ross, who afterward practiced medicine in Milwaukee, married Dr. E. B. Woleott, one of the leading army surgeons in the Civil war, and herself became a widely known advocate for the rights and real progress of her sex, as well as an able surgeon and medical practitioner.

The old Union School building was completed in 1858, after an unusually exciting contest between the progressives and conservatives covering a period of nearly three years.

PRESENT GRADED SYSTEM ESTABLISHED

The graded system of the city schools was introduced in the fall of 1874, following the incorporation of Columbus as a municipality. The act of incorporation of February separated the system from the jurisdiction of the county superintendent, and in July following the common council elected a board of education, which promulgated the graded system. On the 5th of March, 1875, after the system had been introduced, the State Legislature enacted a general law authorizing the establishment of free high schools, and on August 9th following, the voters of Columbus adopted its provisions. The board of education experienced some difficulty in attempting the organization of the new system, but finally succeeded in January, 1876. The first to graduate

from the city free high school was Miss Louie Adams, in June, 1877.

The first board of education elected under the graded system was as follows: John Quincy Adams, president; James T. Lewis and E. E. Chapin; S. O. Burrington, superintendent.

WILLIAM C. LEITSCH

One of the most prominent citizens of Columbus, and who stands peculiarly as a representative of the municipality itself, is William C. Leitsch, an advisory editor of this work. He was born at Columbus, May 31, 1867, of German parents. After attending the public schools and the Watertown College, he was employed for some years by a Chicago clothing house. In 1893 he took up the study of law and in 1896 was graduated from the University of Wisconsin with the class of that year. He immediately located in Columbus and has practiced there ever since.

Mr. Leitsch has held the following public offices: Mayor, 1898-1901; chairman of the Columbia County Board; president of the Columbus School Board; president of the Water and Light Board; chairman of the Columbia County Republican Committee. He has also been president of the League of Wisconsin Municipalities. The magnitude of the canning industries are known to all, and in that industrial field Mr. Leitsch is one of the most prominent men in the country. He is one of the organizers of the Columbus Canning Company, which commenced business in 1900 and is now operating the largest pea plant in the world. Mr. Leitsch has been president of the company since its organization and is now its general manager; also president of the Wisconsin Pea Cannery Association and president of the National Cannery Association which has its main office in Washington, D. C. He is a director of the First National Bank of Columbus, and altogether a citizen of breadth of mind, activities and attainments. Mr. Leitsch was married to Adelaide Brown Stoppenbach at Jefferson, Wisconsin, in June, 1900. They have no children.

CONGREGATIONAL CHURCH OF COLUMBUS

The Congregationalists of Columbus were the first to organize into a society, coming together January 26, 1850, under Rev. A. Montgomery as chairman of the council, and J. Q. Adams as clerk. Letters from different churches were presented by James Campbell, Mrs. Julia Campbell, Richard Stratton, Mrs. Polly Stratton, Emily Stratton, Mrs. Asenath Stratton, Mrs. Helen S. Rosenkrans, Ellen Hagerman, Maria Hagerman and Mrs. Hayden, the foregoing constituting the First Con-

gregational Church of Columbus. Soon afterward it became a member of the Madison district, but in August, 1852, it was voted to change the relations of the church from that district to the Fox River Presbytery. In the following November the Presbyterian form of government was formally adopted, and three elders of the faith were chosen. Thus matters progressed until a majority of the members withdrew and organized a separate Presbyterian society in 1866.

In the meantime the original Congregational Church had erected a house of worship in the early '90s on the corner of Mill Street and Broadway, on the lot donated by James Ludington, and under the pastorate of Rev. C. E. Rosenkraus its temporal and spiritual affairs flourished. He remained with the society until 1858, and was followed by Rev. T. C. Melvin.

When the Presbyterians organized into a separate society they made preparations to build, and in the fall of 1867 their church edifice was completed on Broadway. It was opened under the pastorate of Rev. E. F. Fish.

In 1874 the two societies reunited, the Congregationalists sold their church and, under the name of the Olivet Church Society, services were proposed to be resumed in the former Presbyterian edifice on Broadway, but there was a misunderstanding as to the control of the property, and the Presbyterians retained it.

Olivet Society (the Congregationalists) immediately proceeded to build another church, at the corner of Spring and Prairie streets, which was completed early in 1877. The present society is in a flourishing condition, with Rev. Henry Kerman as pastor, having a membership of 150.

GERMAN LUTHERAN CHURCH

The German Lutheran Church of Columbus, which has been under the pastorate of Rev. D. H. Koch for thirty years, is the strongest religious body in the county and one of the most influential in Central Wisconsin. It is a noteworthy representation of German perseverance, thrift and conscientiousness, as applied to the spiritual things of life. In 1855 a number of German families settled in and near Columbus, the most influential of whom were from the Grand Duchy of Mecklenburg. They were all Lutherans and soon got together to form a society for worship. Shortly afterward a Rev. Sans, of Watertown, came among them as a temporary preacher, followed in the same year by Pastor Oswald, their first regular clergyman. Rev. A. Reuter followed, and the new arrivals from Germany so increased the congregation that

the necessity for a church edifice became apparent. J. T. Lewis donated a lot in West Columbus for a site, and on May 3, 1858, while Rev. Reuter was still pastor, articles of agreement were signed by which was formed the German Evangelical Lutheran Zion's Society of Columbus and vicinity. An incorporation was then effected with A. Reuter as pastor, Joseph Prien as president of the board of trustees, and Christian Mueller, secretary.

The building of a church was commenced on the donated site, but a majority of the congregation deemed another location more desirable; so that the lot given by Mr. Lewis was sold, and Lot 1, Block 13, Birdsey's Addition (donated by the owner of that tract) was accepted. The church erected thereon was completed in 1859. In 1866 a purchase was made of another lot in Birdsey's Addition upon which stood a residence, that building being used as the first parsonage. Two years later the first church edifice was moved to the site of the present massive house of worship, and all the real estate held by the society at the other location was sold. A large addition to the church building was completed in 1869, and still the builder could not keep pace with the increase of membership and demand for religious accommodations.

In December, 1877, the congregation voted for the erection of a new church, and its cornerstone was laid June 2, 1878, on the Sunday called Exaudi. On the third of the following November the building was dedicated in the presence of a large assemblage from Beaver Dam, Lowell, Waterloo and Portage. As completed, the church was an edifice of cream brick, trimmed with red brick, 70x40 feet, with a belfry 125 feet high. Several additions and renovations have since been made, greatly increasing its seating capacity, as well as keeping it attractive and modern.

The 1,600-pound bell in this church has a history. In 1873 the metal from which it is made was presented to the society by the Emperor of Germany. On the 4th of July, 1876 (the Centennial anniversary), there arrived at New York from Berlin one six-pound brass cannon and four other pieces of ordnance, consigned to the Lutheran congregation of Columbus. They were of French make captured during the German conquest of Alsace-Lorraine. They reached Columbus in February, 1877, and in April, 1878, were reshipped to Baltimore, where they were recast into a bell, bearing the following inscription: "I call the living ones; I mourn the dead ones; I break the lightning."

In 1884, six years after the dedication of the original church, Rev. D. H. Koch assumed the great charge which he still carries. He has worked early and late, and has seen his society grow from 239 to 437 families. Those under his pastorate number 1,800 souls and 1,268

actual communicants, and attend the services of the church from points fifteen miles distant.

Connected with the society is a large parochial school, founded in 1858, which has its own building separate from the grounds occupied by the church and the parsonage. It has also a strong Maennerchor, which has been in existence since that year, a flourishing women's society, Bible class, and other auxiliaries which add to its influence and keep its spirit active and strong.

GERMAN METHODISTS

The German Methodists of Columbus have been organized into a local church since 1855. Rev. Charles Kluckkorn and Rev. John Westersfield, missionaries, had preached for three years previously, and it was during the ministrations of the latter that the Columbus German Methodists were separated from their Baraboo brethren for church purposes. The first trustees of the new society were Louis Kenzel, John Miller, J. Battels, J. Fuhrman and Frederick Topp. In 1866 the society erected its first church, but the rapid growth of membership made it necessary to build a larger edifice in 1874. The German Methodists continue to prosper as churchmen and women. Rev. C. F. Henke, who has supplied their spiritual needs for four years, is in charge of a church which has a membership of 275.

ENGLISH METHODISTS

The first meetings of Methodists in the vicinity of Columbus, and perhaps in Columbia County, were held in 1845 at what is now Fountain Prairie, which was included in a circuit comprising Waterloo, Aztalan and Watertown. Various circuit preachers came to Watertown before a little society was organized by the Rev. N. S. Green. Along in the late '50s the Columbus Society was separated from the other points in the circuit, and in 1859 a church edifice was dedicated by Rev. H. C. Tilton. The church still occupied by the society was dedicated October 26, 1873, by Rev. C. H. Fowler. Rev. R. W. Plannette is the pastor now in charge. Membership of the English Methodist Church is about fifty-five.

THE CATHOLIC CHURCH

St. Jerome's Catholic Church had its origin in the ministrations of Rev. Martin Kundig, who came to the supporters of that faith in

Columbus as early as 1856. Previous to that time the Catholics of the place had attended St. Columbkil's Church in the Town of Elba, Dodge County. Early in the spring of that year work was commenced upon the foundation of a church edifice on a lot donated by A. P. Birdsey, and in June of that year the cornerstone was laid. For want of funds work was suspended for about eight years, and a permanent house of worship was not completed until 1866. The first resident pastor was Rev. James O'Keefe, who succeeded to the charge in 1868. Rev. E. McGuirk (who had served the church as a missionary), Rev. E. Gray, Rev. Henry Roche and others labored for the parish and the faith with good results. In 1879, under the last named, a much needed addition to the building was made. The present edifice was erected in 1893. Rev. Henry R. Murphy, still in charge of St. Jerome's, assuming his duties in July of that year. The membership is 126, and his long and faithful service has been amply rewarded.

LEADING LODGES

Columbus has a number of flourishing lodges and societies, the oldest of which is Columbus Lodge No. 75, A. F. & A. M., organized June 12, 1856. Its first officers were: M. Adams, W. M.; N. Sawyer, S. W.; E. Churchill, J. W.; J. A. Erhart, treasurer; B. E. Johnson, secretary. Those serving at present are as follows: John T. Pick, W. M.; Fred A. Stare, S. W.; Oscar Wiener, J. W.; G. N. Shepard, treasurer; Julius Henricksen, secretary.

The Modern Woodmen of America were organized September 29, 1887, with twenty members and the following officers: L. J. Dinsmore, V. C.; E. Churchill, W. A.; J. R. Decker, banker; C. E. Eaton, clerk; F. O. Goodspeed, escort; Charles Prime, watchman; Charles Petero, sentry. The first death in the camp was that of Jerome Smith, the victim of a runaway accident April 18, 1894. Present officers: John Pick, V. C.; Fred Hurd, W. A.; Edward Pietzner, banker; H. C. Lange, clerk; S. M. Barraclough, escort; C. M. Christensen, watchman; A. H. Sydow, sentry. The membership of the camp is 200.

Alpha Lodge No. 110, K. of P., was organized January 17, 1893. It has a membership of seventy-four, with the following officers: John L. Albright, C. C.; Rodney Shepard, V. C.; Martin Weidemann, prelate; Moses Jones, M. of W.; F. A. Chadbourn, M. of E.; William Amrein, M. at A.; H. V. Eichberg, M. of F.; H. F. Eichberg, K. of R. & S.; E. C. Arndt, grand representative; F. A. Chadbourn, deputy G. C.

FIRST COLUMBUS BANKS

Isaiah Robinson carried on the first money exchange in Columbus, and in 1853 R. W. Chadbourn not only engaged in the banking business, but added real estate and insurance transactions to it. Mr. Chadbourn finally cut off all but banking, and in 1855 obtained a regular charter.

W. L. Lewis established himself as a banker in December, 1856. With Mr. Lewis were interested C. C. and James Barnes. About 1859 the bank became the property of Willard Scott and Vosburg Sprague, under whose management it ceased to exist in 1861.

FIRST NATIONAL BANK

On the 7th of September, of that year, Mr. Chadbourn moved his private bank into the building vacated by Messrs. Scott & Sprague, and in 1863 it was organized under the national banking law as the First National Bank of Columbus, with a paid-up capital of \$50,000. It was No. 178, consequently one of the first institutions of the kind to be organized in the country. Its first officers as a national bank, were: R. W. Chadbourn, president; S. W. Chadbourn, cashier, and besides these, as directors, William M. Griswold, George Griswold and F. F. Farnham.

The present officers of the First National Bank are Frederick A. Chadbourn, son of its founder, president; E. H. Walker, vice president; J. R. Goff, cashier; in addition to the foregoing, W. C. Leitsch and W. E. Griswold, directors. The institution has a paid-in capital of \$75,000; surplus fund, \$25,000; undivided profits, \$10,078; circulation, \$18,755; deposits, \$546,949. To these figures, representing its condition March 4, 1914, may be added the item of "cash on hand," \$31,950.

FARMERS AND MERCHANTS UNION BANK

The Union Bank of Columbus was organized by John Russell Wheeler in 1861 as a private banking institution, and incorporated as a state bank in 1862. It was capitalized at \$100,000 for the purpose of issuing currency. The original stockholders were: John R. Wheeler, Samuel Marshall, Charles F. Hsley and J. Alder Ellis. First officers were: John R. Wheeler, president, and A. G. Cook, cashier. It was reconverted into a private bank about 1864. John Russell Wheeler becoming the owner. He sold to Lester R. Rockwell, who continued the bank until his death in 1884, when he was succeeded by his son, R. S. Rockwell, and the name changed to Farmers & Merchants Union Bank.

He was succeeded by John E. Wheeler and J. Russell Wheeler, his son, in 1896. The bank continued as a private bank until 1903, when under the state banking laws it was incorporated as a state institution with a capital stock of \$25,000. The officers at this time became John E. Wheeler, president; G. W. Shepard, vice president, and J. Russell Wheeler, cashier. Officers have continued the same until the present. The bank has passed through every panic within its life without its integrity ever having been questioned.

EARLY BREWERS

Columbus has an array of lumber yards, warehouses and general stores, machinery agencies, and fine retail stores which would do credit to a much larger city. Of her industries, the chief, by far, are the plants of the Columbus Canning Company and the Kurth Company, brewers and maltsters. The Kurths were pioneer brewers, but not the first. Jacob Jussen preceded them by more than ten years, building a tiny brew house on the west bank of the Crawfish in 1848. In the following year Louis Brauchle purchased it, and added to it, but neither this establishment nor the brewery founded by Stephen Fleck in 1869 (known as the Farmers Brewery) was able to compete with the Kurth plant in the southwestern part of the village.

THE KURTH COMPANY

In 1859 Henry Kurth came to Columbus with his family and a brewer's boiler of four barrels' capacity. Six years later, in 1865, he was able to erect what was then a large brick brewery at a cost of nearly \$4,000, and a year later put in a large boiler and made other improvements. The original little brewery is now in the center of the Kurth plant on Ludington Street which covers nearly a city block.

The founder of the business is dead, and in 1904 his sons and grandchildren incorporated the Kurth Company with a capital stock of \$400,000 and the following officers: J. H. Kurth, president; C. Kurth, vice president and treasurer; Anna Kurth, secretary. Besides the plant at Columbus, in charge of John H. Kurth, the company operates a malt house in Milwaukee. The latter, which is managed by C. Kurth, was founded in 1911 and now has a capacity of 2,000,000 bushels.

The premises on Ludington Street have a frontage of nearly three hundred feet, extending nearly the same distance back. The plant comprises several large brick buildings—from three to six stories each—and all connected.

The main building is devoted to the brewing business, containing all the brewing equipment, and their brewing kettle has a daily capacity of 100 barrels, being the largest in Columbia County. The ammonia ice plant in connection has a capacity of seventy-five tons, using the direct expansion cooling system.

The entire plant is operated by steam and electricity, as this company has its own dynamo for producing both electric lights and power throughout the works.

The malt house in the adjoining building has a capacity of 800,000 bushels, which, with the malt house at Milwaukee, gives the company a malting capacity of 3,000,000 bushels, being one of the largest concerns of the kind in the entire country. Their supplies in the line of barley are purchased in quite large quantities from farmers throughout the surrounding country in Columbia, Dodge and Dane counties; also bought in carlots from Western points in Minnesota, Iowa, North and South Dakota, being one of the largest purchasers of barley in Wisconsin. They also buy hops in large quantities from the Western states—principally Oregon and Washington—and all consumed in the brewing business.

Their bottling works in connection with brewery have a large capacity, as about 35 per cent of their product is bottled. Their special brands are known as "Banner Export" and "Columbia," the former having been on the market for many years, and both of these brands have a first-class reputation. Their draught beer is put up in one brand of lager and is in excellent demand by saloons and dealers through the country.

COLUMBUS CANNING COMPANY

Although the Columbus Canning Company was only established in 1900, when it was also incorporated, it has the largest plant of the kind in the United States, and has increased its capital from \$30,000 to \$300,000, and founded a branch at Juneau, Dodge County.

The plant is centrally located near the southeastern limits of Columbus, close to the boundary line between Dodge and Columbia counties, the premises covering an area equal to five or six city blocks, with a frontage of several hundred feet.

The plant comprises nine buildings, including main factory building 80x138 (devoted entirely to the canning business); also warehouse, 122x63; viner shed, 80x120; silo 45 feet in diameter; garage building, 24x60; barn, 46x72; Badger warehouse (across river), 60x150; boiler house, 42x58; and old warehouse, 36x72.

The factory is completely equipped with modern machinery and appliances, operated by steam power and electricity, using three engines with a capacity of 85, 150, 30 horse-power, respectively; also five boilers, two of which are 150 horse-power each and three of 60 horse-power each (or a total of 480 horse-power), while the electric power is obtained from the city plant, using from 8 to 10 motors, aggregating from 50 to 60 horse-power. The works throughout are also lighted by electricity, using from 300 to 400 electric lights, this being one of the best lighted plants in the country. The works are provided throughout with a number of the latest improvements, being recognized as the model plant of its kind in the state and one of the best in the United States.

A force of from 400 to 500 hands are employed in the busy season, which lasts from four to six weeks, from the latter part of June to the early part of August.

Special attention is given to canning peas, corn and pumpkins, making a specialty of peas, the company being the largest canners of peas in the state and one of the largest in the United States. Altogether 3,200 acres of peas are grown for canning and seeding purposes. The works have a capacity of 250,000 cans per day or from 5,000,000 to 7,000,000 cans during the season; also turn out canned corn and pumpkin in considerable quantities.

The business is entirely wholesale, the company shipping to all parts of the United States and supplying the jobbing trade direct in the largest cities, including Chicago, Milwaukee, New York, Philadelphia, St. Louis, Kansas City, Cleveland, Boston, and other cities south and west.

The officers are: W. C. Leitsch, president and general manager; A. H. Whitney, vice president; A. M. Bellack, secretary; F. A. Chadbourn, treasurer; J. R. Wheeler, auditor, and F. A. Stare, superintendent. These gentlemen, with others, comprise the board of directors, all residents of Columbus, and are also interested in other enterprises.

The business since its inception has been growing rapidly, so much so that the company has been obliged to build a branch factory at Juneau (Dodge County) to assist in taking care of the increased business. At that plant a force of 140 hands are employed, and the combined annual output of the two plants is about 270,000 cases of twenty-four cans each.

CHAPTER XVI

KILBOURN CITY

THE VILLAGE OF THE PRESENT—WISCONSIN RIVER HYDRAULIC COMPANY FATHERS KILBOURN—EDITOR HOLLY ARRIVES—VILLAGE PLAT RECORDED—SALES OF LOTS—SCHOOLS OF KILBOURN CITY—P. G. STROUD AND JONATHAN BOWMAN—VILLAGE INCORPORATED—WATER SERVICE AND FIRE PROTECTION—THE FREE PUBLIC LIBRARY—IMPROVEMENT OF SOUTHERN WISCONSIN POWER COMPANY—FIRST STEAMBOATS AT THE DELLS—BANKS AT KILBOURN—THE PRESBYTERIAN CHURCH—THE METHODISTS—ST. CECELIA (CATHOLIC) CHURCH—OTHER RELIGIOUS BODIES.

Kilbourn City, or properly, the village of Kilbourn City, is widely famed as the center of one of the most popular regions with summer tourists in the country, and the site of a greater water-power. At the height of the summer season, when thousands of visitors are peering into every little ravine and gloating over countless fantastic carvings in the sandstones of the Dells, more than a score of hotels are overflowing and thriving at Kilbourn City; when the season is over, all but half a dozen, or less, are on the retired list. In summer, the village and surrounding country are throbbing with life; in the winter, the entire region is a picture of demureness, and would seem almost lifeless were it not for the great dam and power house, from which are issuing such currents of vitality to Portage, Watertown, Milwaukee, and other points between and around.

THE VILLAGE OF THE PRESENT

Kilbourn is a pretty village, the center of a prosperous country, as its elevators and warehouses for the handling and storage of grain, seed and potatoes demonstrate; also, its implement depots and lumber yards. Two substantial banks handle its trade. It has a good system of water works, is well lighted and its fire protection is ample. As to higher

matters, Kilbourn City has a fine new grade school (completed in 1911), a Carnegie library, not yet (1914) fairly open to the public, and several well-attended churches. Now, as to details.

WISCONSIN RIVER HYDRAULIC COMPANY FATHERS KILBOURN

Kilbourn as a village is the child of the Wisconsin River Hydraulic Company, which in 1855 purchased a piece of land a mile in length and half a mile in width lying along the broken east banks of the Wisconsin River, in the extreme northwest corner of the county. At this point the tableland rises about eighty feet above the stream, and when the purchasers of the land laid out the village the ground was generally covered with clumps of oaks, the river and some of the ravines being fringed with yellow pines. The village plat, made in June, 1856, was intersected by two main streets, noted as 100 feet wide, crossing at right angles half a mile from the river, all the other streets being eighty feet wide and running parallel to the main thoroughfares.

EDITOR HOLLY ARRIVES

Mr. Holly, proprietor and editor of the Wisconsin Mirror, was the first settler to arrive, coming on the 20th of November, 1855, six months before the village was platted. About the time Mr. Holly finished his dwelling and printing office, the Hydraulic Company commenced the building of a dam 425 feet in length, with a fall of eight feet. The lumbermen bitterly opposed its construction, as they had so much trouble in running their rafts over it. Finally, in 1859, a large party of them gathered at Kilbourn and tore it down.

Soon after Mr. Holly located at the unnamed village he was joined by J. B. Vliet, John Anderson, G. F. Noble, Joseph Bailey (the Civil War hero) and others. A considerable force of men were engaged in clearing away the trees in the course of the projected streets, and others were building houses and working upon the dam. One of the rules of the hydraulic company was that those who purchased lots were to build upon them within a reasonable time, which provision accounted for much of the bustle of the town.

VILLAGE PLAT RECORDED

The plat of the village was placed on record June 10, 1856, under the name Kilbourn City, and a week later the Mirror approved of the christening in these words: "Under ordinary circumstances we should be

opposed to the naming of a town after a person, but we think the circumstances in this place are such as to make it eminently proper. Hon. Byron Kilbourn of Milwaukee, for public enterprise which tells on the prosperity of the state, undoubtedly stands first. This makes it proper that an important central town should be named after him. He is one of the early settlers of the state, having come to the metropolis in its infancy and having been instrumental, beyond any other individual, in its growth and prosperity. He is the body and soul of the La Crosse Railroad. On that more than any other enterprise he has staked his reputation as a business man to make it the great trunk line of the state. The present prosperity of the road shows that his success is almost certain. Under these circumstances it seems highly fitting that some place on the line of the road should bear his name. Our place is nearly central on the road, at the point where it crosses the largest river in the state, and we expect it to be the largest inland town in the state. Then what place could be named after the head man of the road with greater propriety than this? In the name itself there can be no objection. It has but two syllables and is euphonious; consequently is easily spoken and agreeable to the ear. These reasons, we think, are abundantly sufficient for naming our place as we have. And as the place is honored by the name, it is expected that the name will be honored by the place."

SALES OF LOTS

The first public sale of lots commenced August 18, 1856, and was attended by persons from Milwaukee, Madison, Portage and other points in the state, with a few from Illinois, Ohio and New York. The stock of the hydraulic company was taken in payment at par. The sales, which continued four days, amounted to \$76,235, the lots ranging in value from \$50 to \$1,450.

A second sale, stretching over three days of the succeeding October, brought \$34,447. Anything fathered by Byron Kilbourn was always boomed by Milwaukee. The leading auctioneer of the Cream City, Caleb Wall, who had conducted the last sale, was particularly loud and warm for Kilbourn City, declaring: "Many who are now rolling in wealth in Milwaukee and other large cities of our state owe it to the rise of property; and the chances in Kilbourn City are as great as in any city that has been started in the last ten years. I have no doubt in my mind, taking the central position of Kilbourn City, that the seat of government of our state will be located there. A more beautiful site for a city is not to be found."

SCHOOLS OF KILBOURN CITY

In 1856 occurred an event which was even of more import than the sale of lots and the boom from Milwaukee—the completion of the first schoolhouse in the town. Kilbourn City was then school district No. 6, and in May, when the new building was completed, it had an attendance of fourteen. In 1861 Dell Prairie was united with the district, which, with the normal increase of school children, made a larger building necessary. For that purpose block 78 (Thomas B. Coons') was purchased in 1867, and in the summer of 1870, after village government had



PUBLIC SCHOOL BUILDING, KILBOURN

been adopted, a fine three-story building of cream colored brick was completed. When first occupied, the present graded system was adopted.

With the continued growth of Kilbourn City its school facilities have been since increased by the completion of a large red brick building, two stories and basement, for the use of the grammar grades. It was occupied in the fall of 1911, the Union schoolhouse of 1869-70 having since been devoted to the high school scholars. There are 335 pupils enrolled in the public schools of Kilbourn City, of whom seventy-five are accredited to the high school and forty-four to the seventh and eighth grades, accommodated in the Union Building.

P. G. STROUD AND JONATHAN BOWMAN

"Among the men who were in Kilbourn at an early time, and afterward became noted in public life," says J. E. Jones, the well-known

editor and citizen of that place, "was P. G. Stroud, who moved up from Newport in 1857. The next year he began the study of law, in which he later obtained great prominence. He was a man of strong convictions, sound judgment, and a genial nature that won popularity. From the day he began to help make Kilbourn history to the day of his death, 1887, Mr. Stroud was a strong and leading personality. He established Stroud's Bank, now the Kilbourn State Bank. It would not have been possible to have written this 'Story of the Wisconsin River' without Jonathan Bowman, and no history of Kilbourn that omits his name would be complete. In every public transaction of old Newport from its first inception to its final obliteration he was a principal. His influence also appeared in the earliest relations of Kilbourn and was apparent in all affairs until his death in 1895. Mr. Bowman did not



P. G. STROUD



JONATHAN BOWMAN

become an actual resident of Kilbourn until 1862, and in 1868, bought the Kilbourn bank from John McGregor, which had been established the year before. His strong personality won the loyal, unswerving friendship of his associates, and the honor of leadership in business and political affairs. In later years the leadership of all public matters in Kilbourn was about equally accorded to Jonathan Bowman and P. G. Stroud, and though they were frequently in bitter opposition and strenuous rivalry in a public manner, there was never imputed to either of them one single act of reprehensible nature. Their manhood and sense of honor was never sacrificed to an unfair advantage. Today those two men around whose lives centre so much of the history of Kilbourn, sleep in near proximity in the village cemetery. Those lives, so earnest, persistent and efficient in events that made Kilbourn, in which each sought to do the right as he saw it, closed in the full vigor of usefulness, sud-

denly and near together. Today posterity regards the memory of both with impartial honor and equally generous praise.

During about fifteen years from 1860 Kilbourn seemed likely to realize the expectations of its promoters. Merchants drew trade from far beyond Baraboo and Reedsburg, until the North Western Road came along in 1872—and north beyond Mauston and Necedah. The river in those days was almost continually covered with raftsmen and lumber fleets, and they tied up long enough to keep Kilbourn lively. There were then several big stores, the Hansens, the Hydraulic company store, later owned by the Dixons; Wood had a big store where the bowling alley now is, which was later Kuney & Bergstresser. Besides these there were a number of smaller establishments in all lines, and all did a rushing business. Old settlers now refer to those times in extravagant terms, and seem to think present conditions discouraging. That, however, is susceptible of another view. There are today perhaps more than three times the number of stores, and all doing a good business. While the country trade does not extend as far, the country is more thickly settled, and people trade more now than in those times. It is quite likely that people made more stir, did more trading while at it, but there are now more people, trading every day instead of monthly, and more goods are sold. It is a mistake quite commonly made in most matters of comparison—people overlook relative conditions. It frequently happens in the progress of the human race that it is a detriment to begin life with lofty expectations—not, however, that men should be without ambition. A young man should have a high mark and strive to reach it. But the danger lies in going forward with eyes in the clouds, overlooking and disdaining the lesser things along the way. That seems to have been the case with Newport and Kilbourn. From the first everything tended to magnificent opportunities and great achievement. The people have always had their hopes fixed on the 'magnificent water power,' a big factory town and an unrestricted trade. Ordinary success counts for nothing in comparison, and small opportunities have been neglected. The result is that Kilbourn is not all it might have been, because the inhabitants 'despised the day of little things,' and it is also very much greater than its people think because it is not up to the mark of their great expectations. As a matter of fact the village has prospered and, aside from its summer resort relations, is commercially ahead of the average market town. It has not only kept up with its neighbors but has in some instances set the pace for others."

VILLAGE INCORPORATED

Kilbourn was under town government until 1868, but on February 29th of that year the governor approved a legislative act incorporating it as a village. The first election as provided by the charter was held May 10, 1869, and resulted as follows: George Smith, president; G. J. Hansen, John Tanner, Henry H. Drinker, George H. Daniels, John N. Schmitz and A. Chamberlain, trustees; H. H. Hurlbut, police justice; J. Jackson Brown, clerk; George Ribenack, treasurer; George A. Boyd, marshal.

All of the public departments are sufficient for their requirements. It has its own waterworks and electric light plant, the electric current being generated at the light and power house of the Southern Wisconsin Power Company at Kilbourn.

WATER SERVICE AND FIRE PROTECTION

In the early '70s the residents of the new village commenced to call for better water supply and fire protection. Finally a well 1,300 feet deep was bored, but no water was reached. After various other experiments, in the fall of 1889 the main pipe of the present system was laid from a pumping station in the ravine, at the old steamer landing above the railroad bridge. This pipe at first followed Broadway to the old tanks near the D. E. Loomis residence. Since 1909 the present waterworks have been completed, embracing power house, wells and reservoir. The entire light and water plant of the village is now valued at \$50,000. In 1913 the consumption of water amounted to 22,000,000 gallons.

When pipe was laid in other streets than Broadway, the need of a fire department became apparent. So in September, 1891, a volunteer fire company was organized with F. R. Snider as foreman. The volunteer organization, which has done good work, now comprises thirty men, and is supplied with hook and ladder, fire extinguisher and 1,500 feet of hose. There is a direct water pressure through the mains and hydrants which is sufficient to throw a stream over any building in the village.

THE FREE PUBLIC LIBRARY

The predecessor of the Carnegie Library, which (1914) is about to be open to the public, was the Kilbourn Literary and Library Association, organized in 1886. The incorporators were E. A. Steere, Rev. D. Evans, J. E. Jones, Miss Susie Mylrea, Miss Ella Bowman and Mrs. R.

Schofield. Of those directors J. E. Jones is the only one now residing in Kilbourn, and he has been identified with a library board ever since the founding of the old association. In 1897 the library became a village institution and a free public library. Through a donation of Andrew Carnegie, a large, artistic library building was erected in 1913 at a cost of \$7,000. There are about eight thousand volumes on the shelves.

JAMES E. JONES

As noted, James E. Jones, the present editor of *Events*, is one of the oldest and best known citizens of Kilbourn. He has been in editorial work continuously for thirty-eight years, thirty years of that time without a break in this place.

Mr. Jones was born in Virginia in 1847 and during the first years of the Civil war lived with his parents in Georgia. In 1864 he came North and enlisted for the Indian service in the West, serving on the plains. Just after the war he served with General Custer in Kansas, through that fierce, bloody war that covered the plains of Kansas with the graves of soldiers and settlers. He also served in the United States Topographical Corps in Arizona, New Mexico, and other territories, then practically unsettled. He later came to Chicago where he was for some time employed as a newspaper reporter, coming to Kilbourn in 1884, where he has since been in the newspaper business. Mr. Jones has always been prominently identified with everything inclined toward the upbuilding of the town and surrounding country.

IMPROVEMENT OF SOUTHERN WISCONSIN POWER COMPANY

The great improvement under the control of the Southern Wisconsin Power Company at Kilbourn is the direct outcome of the old dam built by the Wisconsin River Hydraulic Company in the late '50s. The founder of the first water power and of Kilbourn was ruined by the destruction of the first dam by the infuriated lumbermen in 1859, and as the company had borrowed heavily from Byron Kilbourn, of Milwaukee, president of the LaCrosse & Milwaukee Railroad, and the chief Wisconsin promoter of his day, all of its property at the river and in the village passed into Mr. Kilbourn's hands.

No attempt was made to repair the dam until 1866, when the Kilbourn Manufacturing Company was incorporated for the purpose of utilizing the water power and developing manufactories on the eastern shore and Mr. Kilbourn made over to that corporation all his rights in that section of the improvement which he had obtained from the old Hydraulic Company. This corporation was largely financed by Mr. Kilbourn, although his name did not appear in the list of incorporators.

It was authorized to raise the dam a sufficient height to complete the water power, not exceeding three feet above the low water mark of the river, which was considered safe for the passage of the lumber rafts. During the summer of that year the dam was raised about two feet, but this did not prevent the lumber interests from attempting to stop the work through the courts. Before the contention was settled, Byron Kilbourn died, and Byron H. Kilbourn, son of the deceased, obtained his father's interest in the new dam, as well as his real estate in Kilbourn City. The younger Kilbourn and others completed a large mill on the east side of the river in 1872, and the Kilbourn Manufacturing Company reconstructed the dam so as to meet the continued objections of the lumbermen, but the spring freshet of 1872 gouged out the river



POWER DAM AT HIGH WATER, KILBOURN

banks below, and there was more trouble for the courts. In 1874 the United States Court assessed damages both on the Kilbourn Manufacturing Company and the mill company. The latter was let out of the difficulty by going up in flames during the fall after the spring verdict. The lumbermen had already purchased the west side of the dam of Mr. Kilbourn, and in June, 1876, they obtained possession of the other half.

The present mill was erected by E. D. Munger in 1883 and conducted by him about thirteen years. The dam went out in 1889 and the mill was idle until Wilmot put in a new one in the winter of 1893-94. In 1896 the center pier of this structure was swept down the river. The "improvement" remained in status quo until 1905, when the water-power

was sold to the Southern Wisconsin Power Company. Preparations were at once made for a modern plant commensurate with the splendid natural advantages offered at Kilbourn. Work on the present improvement was finally begun in 1907 and the entire plant—dam, power house and all—was “opened for business” in August, 1909.

The general management of the controlling company consists of Magnus Swenson, Madison, president and general manager; E. J. B. Schubring, secretary; G. C. Neff, Kilbourn City, superintendent.

An authoritative description of the hydro-electric development at Kilbourn, which is one of the great public works within the limits of Columbia County, was prepared by the Engineering Record, a publication of national repute. From its description, published the month after the work was completed, the following is condensed:

“The Southern Wisconsin Power Company has placed in operation recently a 600-kw hydro-electric development on the Wisconsin River, near Kilbourn, Wis. About 84,000 kw-hours per day will be delivered from this development over a 70-mile transmission line extending to a connection with the system of the Milwaukee Electric Railway & Light Company at Watertown, Wis. The latter company will transmit the current about 50 miles to its distribution center in Milwaukee, thus making the total transmission distance at high voltage over 120 miles. The new plant will be operated in parallel with the existing steam stations of the Milwaukee Electric Railway & Light Company. Considerable power also will be sold locally and along the transmission line. It is proposed to increase the capacity of the plant later, since additional power can be obtained at the site during many entire years, and for most of the time every year.

“The character of the Wisconsin River is such that this stream is one of the most favorable in the Middle West for power development. The drainage basin above the site at Kilbourn covers approximately 7,800 square miles that contain numerous lakes and large tracts of sandy country, while most of it is wooded. A steady run-off with a comparatively limited variation between the minimum and the flood flows is consequently produced. The ordinary minimum flow is between 4000 and 5000 cu. ft. per second, and flood discharges of 40,000 to 45,000 cu. ft. per second may be expected most years, with an exceptional volume of upwards of 80,000 cu. ft. per second at long intervals. The minimum and maximum conditions are usually of comparatively short duration, however, and the average flow is well maintained.

“The development is at a 90-deg. bend in the river, where a series of rapids formerly existed. A dam has been built across the channel, which was about 350 ft. wide at the site, to develop a head of 17 ft. The

power house, with its head-race and penstocks is in an excavation made in solid rock on the left-hand, or east bank of the stream, entirely outside of the channel. With the head, volume of water and pondage available, the present generating equipment can be operated throughout the year on a 10-hour or 14-hour basis, and during most of the year the flow is such that much more power can be developed. Hence, the installation of the proposed additional units is quite desirable, since the existing dam is sufficient to provide for them, and the expense involved in extending the headworks would be relatively small. At the same time these units would be of advantage as reserve. Furthermore, not only can all of the equipment of an enlarged plant be operated much of the year, but the existing steam plants in Milwaukee also are available for auxiliary power during periods of low flow.

At the site the stream flows through a continuous formation of Potsdam sandstone, the bed and both banks being of this material. The original depth of the river at the site of the dam ranged from 25 to 35 ft., and its width was 350 ft., with both banks rising straight up to a height of 50 to 70 ft. from the edge of the water. These conditions, combined with the large volume of flood discharge, required the full width of the channel to be utilized at a spillway. The power house therefore had to be placed in the excavation in one bank, where it is protected from flood. This location of the power house at the angle of the bend of the stream also secured considerable advantage in head by separating the tail-races from the discharge over the spillway. At the same time it permitted the construction of the power house and head-works to be handled in the dry back of the cofferdam without reference to the flow of the river.

The dam across the river is a concrete structure on a rock-fill timber-crib base. It has a total length of 400 ft., extending from a wide abutment wall adjoining the head works of the power house to an abutment built into the rock face of the opposite bank, and rises to a maximum height of 55 ft. above the bed of the stream. The timber-crib construction was adopted for the base because the conditions presented by the depth of the stream, the sandstone bedrock, the volume of water confined between the narrow banks and a velocity 3 to 4 ft. a second in the channel rendered it impracticable to build any ordinary type of cofferdam to unwater even part of the site. This crib work, which is 154 ft. wide parallel to the channel, was constructed in place. The concrete dam, 48.5 ft. wide at the bottom, stands on the upstream end of the crib; the balance of the width of the latter provides an apron that receives the water discharged over the spillway.

"In order to provide means of handling the flow of the river, the crib was built in two approximately equal parts, the first extending from the west bank to about midstream, and the second closing the gap. The midstream side of the first one of the two parts in which the timber base was built and the downstream end of the base are of the same construction as the portion on which the concrete superstructure stands. The space enclosed in each part by the cribs around the three sides and the bank on the fourth side is filled with sand up to 10 ft. below the ordinary level of the water below the dam, which placed it at least 8 ft. below the minimum stage.

"The concrete superstructure of the dam is built as a spillway, with its crest 6 ft. below the level at which the headwater in the pond above it will be maintained. Concrete piers placed 25 ft. 10 in. apart in the clear rise from this spillway to a height of 24 ft. above the latter, thus providing 12 large openings, with a total clear width of 300 ft., through which is passed all of the flow not utilized in the power house. Each of these openings contains a large vertical steel gate designed specially as a crest of adjustable height, by means of which the water above the dam will be held at the stage desired. The lowering of the gates also will permit flood flows to be passed without raising the level of the pond beyond certain limits.

"The penstocks and the power house of the development occupy together an area 143.25 ft. wide by 191.5 ft. long at the downstream end of the head-race, and are in an excavation that is a continuation of the one made for the latter.

"The penstocks are 78 ft. long and extend 21 ft. inside the power house. They are covered 8 ft. above the ordinary level of water in the head-race with a tight reinforced concrete roof. The portion of the substructure of the power house not included in the penstocks also has tight reinforced concrete walls built to this height. The superstructure of the building is of pressed brick trimmed in stone and covered with a roof of red Ludowici tile carried by steel trusses. Skylights of glass tile placed in the roof provide, together with ample windows, good interior lighting.

"On the downstream side of the interior of the building is a generator room, 34 ft. wide, that extends the full length of the building, with a clear height of 44 ft. under the roof trusses. The flat roof of the penstocks forms the floor of the balance of the building at the rear, with a clear height of 24 ft. between it and the roof trusses. On this floor are placed the transformers, switching connections, switchboards and various auxiliary apparatus of the plant.

"The waterwheels are of a modified McCormick type turbine, built and installed by the Wellman-Seaver-Morgan Company, of Cleveland,

Ohio. Each main generator is driven by six 57-in. turbines arranged in pairs on a single horizontal shaft."

FIRST STEAMBOAT AT THE DELLS

Although the romantic beauties of the Dells were known and enjoyed in the '30s, it was not until forty years afterward that any special



STEAMBOAT AT DEVIL'S ELBOW, WISCONSIN DELLS

effort was made to accommodate sight-seers, who desired to view the wonders of which they had heard but were too timid to row the river. As early as 1835 the steamboat *Frontier*, Captain D. S. Harris, made a trip up the Wisconsin River as high as the Dells, but did not attempt to pass through. For some years afterward steamboats made occasional trips as high as that point.

In 1850 the *Enterprise*, Captain Gilbert, reached the Dells, tied up in the eddy overnight, and the next morning continued on through them

and as high up the river as Point Bass. The boat afterward made two or three trips to the same point.

But until the coming of the Modocawando, in 1873, boating through the Dells was always considered in the light of a rather fearful adventure, owing to the swiftness of the current in high water and the numerous sandbars, above and below the Dells, in low water. In the year mentioned Captain A. Wood brought that steamer down the river from Quincy, Wis., with the design of making regular trips through the Upper Dells. Captain Wood and Captain Walton McNeel made trips for several seasons, both through the Upper and Lower Dells, and a little later Captain Bell, with the even better known Dell Queen, made regular voyages through the Upper Dells for many years.

For years past the accommodations for the use of craft of every kind have been ample, with the result that every nook and cranny of the famous region has become an open book, but none the less charming to the visitor whether he be a newcomer or an old-timer.

BANKS AT KILBOURN

The crowds of summer visitors, or the local merchants and substantial farmers and dairymen of the surrounding country, have good banking accommodations in the Kilbourn State and the Farmers and Merchants. The former was organized as a private institution in 1884, with Perry G. Stroud, a leading lawyer of the county, as president, and Thomas B. Coon as cashier. Its capital was \$10,000. In 1902 it was organized as the Kilbourn State Bank. Its capital is now \$20,000, its surplus and undivided profits \$24,278, and its deposits \$491,069, with W. S. Stroud, of Portage, son of the founder, president; L. N. Coapman, cashier.

The Farmers and Merchants State Bank was organized in February, 1910. It has a capital of \$20,000 and deposits of \$200,000, with Robert D. Barney as president and Alban C. Tennison, cashier.

THE PRESBYTERIAN CHURCH

Less than three weeks after Kilbourn City was named, Rev. Stewart Mitchell, of the declining Village of Newport, preached the first sermon delivered at that point. The date was June 29, 1856. Mr. Mitchell was the Presbyterian pastor at Newport, and felt that the newly platted village, with its promising water-power, its newspaper and other evidences of progress, would be a better field for his struggling society than his home town, where property was depreciating and the residents were

dissatisfied, if not discouraged. In the fall of 1858 he came to reside, the first communion of the Kilbourn Society having been held in April. In 1861 the church had so grown that the need of a permanent house of worship was earnestly discussed, and during the early part of 1862 the building at Newport was taken down and the materials brought to Kilbourn for erection in the summer.

But the people were in the midst of civil war horrors and perplexities, times were uncertain, and funds for the building of the proposed church were difficult to obtain. While the enterprise thus hung in the balance, it was lifted by Mrs. Harriet T. Smith, of Milwaukee, and Editor Holly, of the *Mirror*, the former of whom donated funds and the latter a building site.

In August, 1863, the church building was dedicated during a meeting of the Winnebago Presbytery, at which time Mr. Mitchell resigned the pastorate on account of the ill health of his wife. The edifice now occupied was built under the pastorate of Rev. A. V. Gulick, in 1891. The church now has a membership of sixty and is in charge of Rev. Oliver E. Dewitt.

THE METHODISTS

The Methodist Episcopal Church was organized in 1857 by Rev. William Mullen, among its organizing members being Silas Merrill and wife, John Kneen and Harriet Peabody. Mr. Merrill was first class leader. After worshipping for a time in the old schoolhouse, the little society purchased a small dwelling house, which was fitted up for religious purposes. Next, the old schoolhouse again; then an old store, when a regular church building was commenced. While that was under way, the Methodists used the hall of the Kilbourn Institute, but on Sabbath, January 31, 1868, dedicated their new church. The present membership of the society is 122 and it is in charge of Rev. D. J. Ferguson.

ST. CECELIA (CATHOLIC) CHURCH

The Catholics organized as St. Cecilia Church in the late '50s, their first building being erected in 1859. It was a little frame structure, which was afterwards enlarged, and the parsonage was built in 1871. These met the requirements of the parishioners until 1903, when the present edifice and parsonage—substantial red brick buildings—were erected. Rev. Nicholas Hanert took charge in 1907, and 100 families are under his jurisdiction.

OTHER RELIGIOUS BODIES

The German Lutherans dedicated a church in 1876; the Episcopalians bought the old schoolhouse in 1875 and reconstructed for church purposes in 1896; in 1872 the Congregationalists built a church, which the German Methodists bought in 1880.

CHAPTER XVII

LODI VILLAGE

THE BEGINNINGS OF LODI—I. H. PALMER AND THE BARTHOLOMEWS—REV. HENRY MAYNARD—THE SUCKERS SETTLEMENT BECOMES FAMOUS—SETTLERS OF 1846—FIRST M. D. AND D. D.—OTHER PHYSICIANS—SOUTH VS. NORTH, BEFORE THE WAR—I. H. PALMER FOUNDS LODI—PROGRESS OF LOCAL SCHOOLS—VILLAGE CHARTER—WATER SERVICE AND ELECTRIC LIGHTING—THE METHODIST CHURCH—THE BAPTIST CHURCH—LODI LODGES—BUSINESS HOUSES—BANKS OF LODI—HERBERT PALMER, SON OF LODI'S FOUNDER

Lodi is one of the prettiest villages in the county, advantageously situated on Spring Creek, a tributary of the Wisconsin River. Although its site and the surrounding country are broken and picturesque, the territory tributary to it is productive and prosperous. The consequence is that Lodi is both a good residence town and the center of a solid trade. It is the largest center of population on the Chicago & North Western Railway in the county and has adequate transportation and banking facilities for handling both local and tributary trade.

THE BEGINNINGS OF LODI

The early history of Lodi and the surrounding country is thus told by a pioneer of the place: "After the lapse of more than half a century from the first settlement of Lodi, a new generation has sprung up, and new faces are thronging our streets.

"To these, perhaps, a few reminiscences connected with the first settlement of this place may prove interesting. Today there is but a remnant left of those who first staked their all on what is now the town of Lodi. Soon these, too, will vacate their places.

"The land in this vicinity was surveyed by the United States Government in 1833 and prior to 1835. The first entries from Government

were made by what is known as the Western Land Company, organized in Washington in 1836, for speculative purposes. Among the members of this company were John P. Hale, W. H. Seward and Daniel Webster—hence the name of Webster bluff.

“The land located for this company was done through agents and mostly from Government surveys, and was N. E. $\frac{1}{4}$ of Section 33, known as the Dwinell farm; N. W. $\frac{1}{4}$ of Section 34, known as the Joe Riddle farm; the N. W. $\frac{1}{4}$ of Section 27, known as the old Dunlap and Freye farm; the whole of Section 21, being the Chalfant and Narracong farms, the S. E. $\frac{1}{4}$ of Section 20, the Frank Groves farm, and a few other forty acres in this town and some lands in West Point.

“The question may be asked why the high prairie land of the Dwinell farm and some others were selected and the more desirable water powers along the creek were left vacant. The answer is, the creek was erroneously located on the Government plats, on Dunlap’s hill. Then came the financial crash of 1837, the like of which our country has not experienced—no, not to this day.

I. H. PALMER AND THE BARTHOLOMEWS

“The first to spy out the natural advantages of this section were I. H. Palmer, a noted Nimrod of that period, who made frequent incursions into this region in pursuit of choice locations, venison and bear pelts, but principally the latter; and M. C. and G. M. Bartholomew, sons of General Bartholomew of McClinton County, Illinois, who represented the district in Congress in about 1824, and who distinguished himself in the Black Hawk War.

“These sons being bred to a pioneer life and fond of adventures, sought out this village for the purpose of making themselves a home, and securing a competence by the sweat of their brows, which failed to materialize (the competence), by selling calico, coffee, and codfish in Illinois. They, too, made strong claims to superiority in marksmanship and often tried titles with Judge Palmer. Who bore off the belt in these contests legend fails to record.

REV. HENRY MAYNARD

“In the spring and summer of 1845 the Messrs. Bartholomew were joined by Rev. Henry Maynard, who although not an expert with a rifle was noted for pouring hot shot into sinners—indeed, he made the atmosphere quite sulphuric at times. He was accompanied by his family, his wife being the first white woman in Lodi. The fall of this year the

families of the Messrs. Bartholomew arrived. The same fall W. G. Simons, from Sauk prairie, located up the creek and shortly after was joined by his brother-in-law, Joshua Abbot. Freedom Simons came to Dane and afterward to Lodi.

THE SUCKERS SETTLEMENT BECOMES FAMOUS

"In the spring of 1846 the fame of the 'Suckers settlement in Spring Creek valley' having spread abroad, emigrants from Illinois and other parts poured in.

"Simultaneously in the month of May came Joseph Brown, Jacob Hurley and their families; Messrs. Bowman and family, including her stalwart son Adam; and John Foote. About this time came the Strouds, four brothers, all bachelors except Morrill, whose wife died soon after and whose grave was decorated by the soldiers for years as being that of Thomas Bunker, Jr. Other arrivals from Illinois were John Chance, Horace Andrews, Johnson Sowards and John Newberry. James McCloud located a claim and built a shanty this year where the brick house now stands.

SETTLERS OF 1846

"In the fall of this year G. T. Simons, a youth of eighteen, came from New York. Nature had given him a good physical organization. He could split more rails in a day, and run twenty miles quicker than any other man in Wisconsin. His brother Joseph came earlier, with W. G. Simons. James M. Steel came about this time, and was followed by his brothers, Edward and John, in 1850. This year (1846) Mr. Thomas with a family of unmarried sons and daughters located near Chrystal Lake, and other emigrants came from Canada and the eastern states—Ira Polley, H. M. Ayer, Dr. Drew, Alonzo Waterbury, Harlow Kelsey, John Newman, and Mr. Baldwin.

THE BLACHLEY SETTLEMENT

"It was this year that the nucleus of what was known as the Blachley settlement started in Dane county and afterward spread into Lodi.

FIRST M. D. AND D. D.

"Dr. Eben Blachley was the first regularly ordained D. D. and M. D. combined in one, to administer Calvinism and calomel—the fumes of

brimstone and blue mass all worked out of the system by a small dose of spiritual consolation and a big dose of castor oil, followed by a Dovers powder to keep down internal disorders.

"But most of us survived, Herbert Eaton, two years old, a son of J. O. Eaton, a fine, delicate little boy, unable to withstand such potations, was laid away in the old cemetery at the corner of Section 27.

OTHER PHYSICIANS

"After a year or so other M. D.'s attempted to establish a practice. Dr. Cathcart, after failing to find a remunerative market for his pills and powders, sought to earn his living by the sweat of his brow. He took the job of building a hotel for Freedom Simons on the corner where Briggs house now stands, in payment for an already accumulated board bill, and, finding the place too miserably healthy to succeed in his profession, he packed his pills and lancet and sought other localities. In the course of time he was followed by other M. D.'s at intervals—Ingals, Warren, Lake, Heath, and G. H. Irwin, all reasonably successful in alleviating the ills to which humanity is heir, the latter bequeathing to his posterity a place he so eminently filled.

SOUTH VS. NORTH, BEFORE THE WAR

"The first settlers here were of Southern extraction, originally from Kentucky and Virginia; hence their trend of thought, their principles and ideas took their cue from the South, while those from the northern and eastern states were of Puritan extraction, with different views and habits. Having eeked a scanty subsistence on the rugged hills of New England, they fell into habits of most rigid economy, condescending to little things in business transactions which gave them the name of being 'tight,' 'close' and 'picayunish.' All through the South and West, before the War, the term 'Yankee' was the most opprobrious epithet that could be applied to a person."

I. H. PALMER FOUNDS LODI

In February, March and April, 1846, Mr. Palmer entered at the land office in Mineral Point various portions of Section 27 in the present Township of Lodi, on the western banks of Spring Creek. He found that the majority of the choice lands owned by the Government had been taken up by speculators. They had passed these by, and he knew they were choice because he had thoroughly canvassed the southwestern

portion of Columbia County in the summer of 1845, having found a fine water power at this point.

In April, 1846, Mr. Palmer arrived upon the ground and prepared to get out timber for a sawmill and a log house for his family. The sawmill was in operation by fall, his family having "got settled" in the previous June; consequently Mr. Palmer was the first actual settler within the present village limits and founder of its first industry. In 1847 he also petitioned for a postoffice and a ferry at the scene of his operations, both of which were granted. Mr. Palmer's commission for postmaster was signed April 17, 1848, and on the 25th of the succeeding month he recorded the first plat of the Village of Lodi. The founder of Lodi would have been accounted a hustler even today.

In the fall of 1848 Mr. Palmer completed a store building which was soon occupied by Thomas & Pinney, young men who had been engaged in general merchandise at Hanchetville, Dane County.

PROGRESS OF LOCAL SCHOOLS

In the summer of 1846 a log house was erected on Section 27, in which Miss Mary Yockey taught the first school within the limits of the present village. This house served until 1851, when a frame building was erected on the same section, the district being No. 1.

After various rearrangements of districts, as population increased, School Districts 1, 2, 6, 7 and a part of 3 were consolidated into a Union district, with the object of establishing a school of high grade which might accommodate all. A special school meeting was held October 8, 1864, when the board was authorized to move one or more of the schoolhouses to the point as would best subserve the interests of the consolidated districts.

Previous to this time Professor A. G. Riley had been teaching a select high school in the village, and had awakened considerable interest in higher education. As the professor had expressed his willingness to abandon his private school in case the districts united for the purpose mentioned, he did so when the change was made and was appointed first principal of the Union School, which was opened November 14, 1864.

In November, 1869, a \$10,000 union schoolhouse was completed with a seating capacity of 340. This was burned in the spring of 1878 and another thrown open to the scholars of the district in the following December. In 1873 the first superintendent of village schools was elected, John Foote, and since that time they have been organized under the graded system.

The 1878 building was also burned in 1886. In due time it was

replaced by the substantial brick structure occupying the same site, now used for grades and designated the Grade Building. As time passed the need for increased room became so apparent and urgent that the erection of a high school building was voted by the district, and the same was erected in 1898 on the beautiful and picturesque site, comprising about three acres of land, donated for that purpose by the Palmer sisters, near the head of Main Street.

To carry out Lodi's present system of public instruction, the school board, consisting of Director Dr. T. O. Goeres, Clerk C. H. Mandeville and Treasurer A. R. Reynolds, employs one supervising principal and eleven assistants. Five (including L. F. Rahr, the principal) are assigned to the high school and six to the grades. The present school year of 1913-14 has seen the largest enrolment in the history of the Lodi High School—134; in the grade school it is 207.

VILLAGE CHARTER

In 1872 Lodi obtained a village charter covering the area embraced by Section 27, and on June 20th of that year held its first election. It resulted in the choice of Horatio N. Cowan for president of the village board of trustees; E. Andrews, Alexander Woods, James McCloud, H. C. Bradley, William Dunlap and Leonard F. Wanner, trustees; Carlos Bacon, clerk; J. M. Pruyn, treasurer; H. M. Ayer, police justice.

WATER SERVICE AND ELECTRIC LIGHTING

The village owns its own waterworks plant. The water is stored in a reservoir fourteen feet in depth by forty feet in diameter, situated on a hillside overlooking the town. The water is of the purest and best, being obtained from two wells located at the foot of the bluff, one fourteen feet deep, the other an artesian well 253 feet in depth. The plant has a pumping capacity of 500 gallons per minute.

Lodi has also a good electric lighting system, the plant being owned and operated by the municipality. One hundred and twenty-five meters are now in use.

Both plants are operated by the same power, two boilers, one of fifty horsepower and one of 100 horsepower being employed for the purpose.

THE METHODIST CHURCH

Lodi has always been a quiet, God-fearing community and supports several strong churches, chief of which are the Presbyterian and Meth-

odist. The Methodists formed the first class for religious instruction, in the fall of 1845. This was before the village was platted by Mr. Palmer. G. M. Bartholomew, Catherine Bartholomew, M. C. Bartholomew, Mary Bartholomew, Christiana Bartholomew, Henry Maynard, Catherine Maynard and Harriet E. Maynard—in other words, the Bartholomews and the Maynards—got together, with the first-named Bartholomew as class leader, and formed an organization under Rev. L. Harvey. Services were held in the log cabins of the Bartholomews and the Maynards until the spring of 1846, when the log schoolhouse was built in Section 27, on the future village plat. As the population of the village increased and the log schoolhouse became too small, a house was obtained which accommodated the growing society for some years, and in 1857 a large stone church building was dedicated. The present society is in charge of Rev. G. R. Carver.

THE BAPTIST CHURCH

The Baptists have a society in charge of Rev. Joseph J. Bowman, son of the first settled pastor of the local church. The first meeting to consider organization was held at the house of H. M. Ayer in April, 1852, and in the following month articles were signed by Peter Van Ness, Cyrus Hill, William G. Simons, H. M. Ayer, Freedom Simons, William Waite, Matthias Warner, Ira Polly, Emma Van Ness, Caroline L. Simons, Almira Simons, Lucy Warner, Caroline Wait, Catherine Polly, James Cross, Laura Durkee and Betsy Hill. In January, 1853, the church invited Elder Joseph Bowman to become its pastor. This relation was continued until December 28, 1861. A church building was completed in 1867.

Lodi also sustains a Norwegian Lutheran Church and a small Universalist society, the latter being organized in 1872.

THE PRESBYTERIAN CHURCH

The Presbyterians organized in June, 1852, the ten persons signing the articles of covenant being James O. Eaton and wife, A. P. Smith and wife, Robert Mann and wife, Mrs. Patridge, Mrs. Strangeway, Mrs. J. N. Lewis and Miss Eliza Steele. The first Presbyterian sermon had been preached in the preceding fall by Rev. J. N. Lewis, a missionary of the church, who became the settled pastor of the local society. In August, 1857, Rev. G. B. Riley, the widely known missionary and educator, commenced his labors as pastor of the First Presbyterian Church of Lodi, and during his six years of fine service a house of worship was

erected and the society placed on a substantial basis for future development. The church very early adopted the plan of a rotary eldership.



PRESBYTERIAN CHURCH, LODI

The present building was erected in 1911, and the membership of the society is 200; Rev. Frank Zimmerman, in charge.

LODI LODGES

The villagers have a good Masonic lodge (Lodi Valley No. 99), which was organized in 1857, and has now a membership of fifty-eight; also, an Eastern Star auxiliary, with fifteen or twenty members; and bodies representing the Knights of Pythias and Modern Woodmen.

BUSINESS HOUSES

Lodi has a number of substantial general stores and other business houses. Its largest establishment is conducted by the Lodi Grain Company, which was established in 1909. The company conducts an elevator with a capacity of 12,000 bushels and a feed mill, and has large dealings in grain, flour and coal.

BANKS OF LODI

The State Bank of Lodi was organized November 26, 1897, with a capital of \$25,000. The first officers were: David H. Robertson, presi-

dent; William Folsom, vice president; E. F. Vanderpoel, cashier. William Caldwell became president upon the death of Mr. Robertson, and at his decease was succeeded by A. R. Reynolds. W. A. Caldwell succeeded Mr. Vanderpoel as cashier in January, 1909, and has so continued to the present. F. W. Groves is the present vice president.

The Columbia Bank, at Lodi, was organized November 14, 1906, with the following directors: John Caldwell, Sr., John L. Caldwell, James M. Caldwell, Robert Caldwell, Hugh S. Caldwell, Marion Caldwell and Wm. E. Lamont. The first officers were: John Caldwell, Sr., president; John L. Caldwell, vice president; H. S. Caldwell, cashier, and Marion Caldwell, assistant cashier. The officers have continued unchanged to the present. The capital stock of \$20,000 is also the same. Two additional stockholders, Isaac S. Caldwell, of Chicago, and William W. Caldwell, of Ashland, Ore., who were stockholders when the bank was organized, have since moved away and have resigned from the directorate. On November 4, 1907, the stockholders filed with the state commissioner of banking a declaration in writing, signed by each of them, acknowledging, consenting and agreeing to hold themselves individually responsible for all the debts, demands and liabilities of said bank, under the laws enacted in 1903. The bank has enjoyed the confidence of the public and is recognized as one of the most substantial and solid financial institutions of Columbia County. August 9, 1913, bank statement showed deposits aggregating about \$328,464.

HERBERT PALMER, SON OF LODI'S FOUNDER

Isaac H. and Ann Palmer, of Colonial New York stock, came to Madison soon after the capital of the state was located at that place, reaching Wisconsin in June, 1837. The family lived for a few years in and near Madison; while there Mr. Palmer was elected the first county judge of Dane County. They came to Lodi in the spring of 1846, and Judge Palmer, as he was always familiarly known, founded the village and laid out the first plat. The life of the family has been intimately connected with the progress of the community ever since.

Judge and Mrs. Palmer were the parents of ten children, of whom the subject of this sketch is the youngest. He was born in the beautiful Lodi Valley, on December 29, 1857.

He graduated from the Lodi High School, and afterward attended Beloit College; afterward taught very successfully for several years in the schools of Columbia and Dane counties. He read law, was admitted to the bar in 1894, and has since practiced his profession at Lodi. He has always been keenly interested in educational affairs, and was for a

number of years and until recently director of the Lodi High School Board.

For many years he has been prominent in the affairs of the Presbyterian Church; is an elder and clerk of the session; was one of the prime movers in the building of the fine church which the society erected in 1911. He was married in 1894 to Miss Nellie Pierce of Poynette. She died in 1899.

Mr. Palmer has two children, Alice, born in 1895, and Herbert, born in 1899. The family home is on the lands bought by Judge Palmer from the Government nearly seventy years ago.

It is quite appropriate that Mr. Palmer should be one of the advisory editors of this history.

CHAPTER XVIII

VILLAGE OF PARDEEVILLE

PARDEEVILLE FOUNDED—YATES ASHLEY —JOHN PARDEE, FATHER OF JOHN S., PROPRIETOR—THE OLD MILL UP TO DATE—PROTECTION AGAINST FIRE—PARDEEVILLE STATE BANK —INCORPORATED AS A VILLAGE—GRADED SCHOOL SYSTEM —PARDEEVILLE'S CHURCHES—MASONS AND ODD FELLOWS

John S. Pardee was one of those enterprising merchants of Milwaukee, who early extended his operations into the growing and promising fields of southern Wisconsin lying in the valleys of the Fox and Wisconsin rivers. In the fall of 1848 he sent out as one of his agents, Reuben Stedman, who built a store near the southern shores of the mill pond, or water power, which was the birthplace of the Village of Pardeeville.

PARDEVILLE FOUNDED

In April, 1849, a young New Yorker, who was both a surveyor and a merchant and who had been several years in business at Milwaukee, succeeded Mr. Stedman at the new store and water-power site in the Fox Valley. The new-comer was Yates Ashley, who not only sold Mr. Pardee's goods, but kept his books, got out timber for the projected saw and grist mills, and put everything in operation before the year closed. John S. Pardee's money was behind him, but Yates Ashley really founded the town. In July, 1850, Mr. Ashley's employer platted a portion of the land to which he gave his name, and Willis S. Haskin went and did likewise. In 1855 Doctor Lake made an addition to the original plat of some forty acres to the south.

YATES ASHLEY

In the meantime Mr. Ashley started out to make some money. First he went to Watertown, where he clerked a year; then spent two years in the engineer's corps of the old LaCrosse & Milwaukee Railroad, and

in the spring of 1855 purchased a quarter interest in the flouring and grist mill at Pardeeville. In the following October he married Virginia M. Pardee, daughter of John and sister of John S.—the latter being his appreciative employer of a few years previous. He was afterward post-master and many years mail agent of the Chicago, Milwaukee & St. Paul Railroad Company at Pardeeville. Mr. Ashley represented his district in the assembly for several terms during war times, was long identified with the management of the State Hospital for the Insane, and retained an interest in the general store and the flouring mill which he conducted until the time of his death in 1901. One of his sons, Lewis P. Ashley, who was born at Pardeeville, has long been proprietor of the leading hardware store in the village, and is one of the solid citizens of the place.

JOHN PARDEE, FATHER OF JOHN S., PROPRIETOR

Soon after platting a portion of his land, in 1850, John S. Pardee transferred his interest in the village to Joseph Utley, who, about the



OLD MILL, NUCLEUS OF PARDEEVILLE

year 1853, turned the property over to John Pardee, father of the original proprietor. The grist mill, which had been commenced in 1849, was completed by John Pardee late in 1856. In the spring of the previous year, he had sold a quarter interest in the mill property to Yates Ashley, who in the fall of that year had settled at Pardeeville with his young bride and commenced his long and honorable career. This

co-partnership continued until the death of John Pardee June 26, 1873, and at the decease of Mr. Ashley, in 1901, Dr. Joseph Chandler purchased the old mill property around which Pardeeville was built.

THE OLD MILL UP TO DATE

Doctor Chandler has since improved the plant so that the mill has an output of seventy-five barrels of flour daily, besides making a good showing in the feed line.

Some 300 feet north of the flouring mill may still be seen a ditch which marks the race of the old sawmill which antedated the pioneer grist plant.

PROTECTION AGAINST FIRE

The electric light and power plant, erected in 1901, stands near the flour mill. For fire protection there is a chemical engine and a volunteer fire department, and the special use of the pump at the power house is to force water through the mains in case of conflagration.

On the 1st of April, 1906, the flames got too far a start of the home appliances, and the engine from Portage arrived too late to be of any assistance. The west side of the main street was swept away, ten business houses completely destroyed and a damage was suffered amounting to between \$50,000 and \$60,000. This was Pardeeville's worst fire, and precautions have been taken against a repetition of such a calamity.

PARDEEVILLE STATE BANK

The Pardeeville State Bank was organized in 1901 with the following officers: Thomas Kearns, president; D. T. Lynch, vice president; J. H. Dooley, cashier. Its statement at the close of March 4, 1914, shows these items: Capital stock paid in, \$15,000; surplus and undivided profits, \$10,758; deposits, \$202,545.

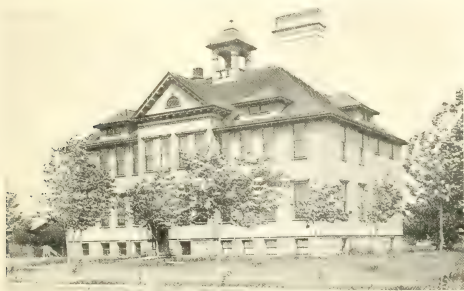
INCORPORATED AS A VILLAGE

Pardeeville was incorporated as a village in November, 1899, and is a well-situated station on the northern division of the Chicago, Milwaukee & St. Paul Railroad. It has a score of business establishments, including the flouring mill, already mentioned, a grain elevator, a creamery and a good bank, potato warehouses and a large lumber yard.

The village is well supplied with churches and societies for the benefit of the local population, and Park Lake adjoining the town offers visitors facilities for fishing and boating.

GRADED SCHOOL SYSTEM

Pardeeville was originally in School District No. 3, and under control of the town authorities. A schoolhouse was erected in the district as early as 1847; the second was an improvement on the first, and the third, erected within the present village in 1868, is the two-story brick still in use. A graded system is in force, with a good High School



HIGH SCHOOL, PARDEEVILLE

founded in 1903. The average attendance at the latter is about seventy; in the eight grades below, two hundred. Since the establishment of the High School its principals have been Frank Doudna, Clara Dean, Mr. Ray, Henry Emmett and A. J. Henkel. The members of the school board are as follows: J. S. Alexander, clerk; J. S. Heath, treasurer; Dr. A. L. Wood, director.

PARDEEVILLE'S CHURCHES

The Presbyterian Church of Pardeeville was organized in 1857 with these members: Alanson Hughson, Phila M. Hughson, Lebbuns H. Gilbert, William J. Ensign, Leona Ensign and Sarah Burchecker. Rev.

S. H. Barteau was the first pastor, and a house of worship was dedicated in March, 1864. The present pastor is Rev. Coonrod Wellen, and the membership of the church about seventy-five.

The Methodists organized early and erected their first church home in 1861. John W. Falconer and Samuel Cannon were the most active in its construction. The edifice now occupied was completed in 1910. The pastor in charge, Rev. Samuel Olson, commenced his pastorate in 1911, and ministers to about one hundred and forty members.

The German Lutherans and the Catholics have also societies at Pardeeville. The German Lutheran Church, which has a membership of sixty, is supplied by Rev. L. C. Kirst of Cambria. Rev. H. J. Koester ministers to the fifty families constituting the Catholic organization.

MASONS AND ODD FELLOWS

The Masons were the first to form a lodge in Pardeeville. On September 12, 1867, a dispensation was granted Pardee Lodge No. 171, A. F. & A. M., and an organization was effected by the election of Samuel B. Rhodes, W. M.; Charles J. Pardee, S. W.; David H. Langdon, J. W. A charter was granted to the organization June 10, 1868. The present membership of the lodge is sixty, with the following officers: S. H. Dooley, W. M.; A. J. Henkel, S. W.; William Robinson, J. W.; A. V. Davis, S. D.; A. L. Parmlee, J. D.; M. W. Roberts, secretary; Clifford Spicer, treasurer.

Pardee Lodge No. 126, I. O. O. F., was instituted December 5, 1873, with Charles J. Pardee, N. G.; David Narracong, V. G.; F. A. Matthewson, secretary; John Hartman, treasurer. The lodge has now a membership of nearly one hundred, and owns and occupies a fine \$8,000 hall, which was appropriately dedicated in December, 1913, and completed in the following summer. Present officers: Willard Clark, N. G.; Ralph Parish, V. G.; A. L. Wood, R. S.; C. E. Spicer, F. S.; R. E. Garner, treasurer.

Pardee Encampment No. 38 was instituted January 30, 1914. It has fifteen members and the following officers: A. L. Wood, C. P.; R. E. Garner, H. P.; F. W. Edwards, S. W.; William Reuhl, J. W.; W. P. Day, scribe; P. H. Merrill, treasurer.

CHAPTER XIX

VILLAGE OF RIO

ORIGIN OF THE NAME DOUBTFUL—RIO PLATTED BY N. B. DUNLAP—FIRST MERCHANT AND POSTMASTER—PIONEER BUSINESS AND PROFESSIONAL MEN—VILLAGE INCORPORATED—SCHOOLS—BANKS—PEOPLE'S TELEPHONE COMPANY—THE CONGREGATIONAL CHURCH—THE BAPTIST CHURCH—LUTHERAN AND CATHOLIC CHURCHES.

A visitor to Rio at once concludes that it is one of the neatest villages in the county. Its streets are wide and clean, its stores bright and its residences, for a place of its size, are unusually attractive. It has a fine new school, a pretty village hall, in which are housed the fire apparatus and the public officials, two good banks, and is the headquarters of the People's Telephone Company, the largest organization of the kind in this part of the state. Rio has a growing retail business. It has a large lumber company, which deals in coal and building material, and operates a grain elevator and a bean warehouse.

ORIGIN OF THE NAME DOUBTFUL

Rio is the center of quite a prolific bean country; and, in this connection, steps forth a local wag. A crowd was discussing the origin of the village name, which no two have yet agreed upon. "No trouble to explain it," says Mr. Wag. "Dunlap, the papa of the town, was a great traveler, and when he laid it out he had just returned from Rio de Janeiro, Brazil, one of the great coffee centers. His village was the center of a big bean land. A fool can see how the town happened to be named Rio."

Then spoke the wise man: "I don't know much, but a little history, local and general. I happen to know that there wasn't much doing in the coffee line in the '60s, when Dad Dunlap came here; also that half an acre of beans had not been raised in Columbia County when Dunlap

came here. Also that Dunlap didn't name it at all. It was named before it was born. Try again."

Even A. J. Turner gives up "Rio," thus: "This village was named after the postoffice which had previously been established there. The name appears to have been selected without rhyme or reason, as far as can be discerned."

RIO PLATTED BY N. B. DUNLAP

Rio was laid out by N. B. Dunlap in 1864, and he owned the larger part of the land now included in the site. In 1852 a postoffice had been established in the northeast corner of Lowville by the name of Rio—but why Rio, nobody ever knew. When Mr. Dunlap engaged the county surveyor, A. Topliff, in the month of November, 1864, to lay out a village on his land just over the line in the town of Otsego, the postoffice, half a mile west, had become so well known that the founder adopted its name. He also reasoned that the postoffice would move to his village, which happened within a few months.

FIRST MERCHANT AND POSTMASTER

At the time of the platting, Delos Bundy was running a small country store and acting as postmaster. In the spring of 1865 he moved his store and office into the village, and for a number of years combined business with his public duties.

PIONEER BUSINESS AND PROFESSIONAL MEN

In the winter of 1864-5 Robert Williams and Kennedy Scott established the first lumber yard in Rio. Dr. Vincent was the first physician and John J. Brown the pioneer lawyer.

In July, 1865, D. Buchanan commenced the erection of a grain elevator, having a capacity of 10,000 bushels, and by the latter part of September it was in use. About the same time another elevator was built, and was owned by Samuel D. Curtis when destroyed by fire in November, 1872.

Rio's first drug store was opened by Messrs. Warren and Delos Bundy, in the spring of 1866, and in the succeeding fall W. Davidson put in the first hardware store.

But in the late '60s and the early '70s so many lines of business appeared that the novelty of "openings" was discounted.

VILLAGE INCORPORATED

The Village of Rio was incorporated in 1886, and in 1904 its officials and departments moved into a handsome brick structure specially erected for them.

SCHOOLS

A fine union schoolhouse, built of red brick, was erected in 1912.



VILLAGE HALL, RIO

For many years the children of the village were accommodated in the Lowville schoolhouse. This arrangement continued as long as Rio was in the joint school district, composed of a portion of the towns of Lowville and Otsego, and before it was incorporated as a village. George Batty is now principal of schools, the system comprising a well-organized high school and the usual grammar grades.

BANKS

The Rio State Bank was organized in 1900, with a capital stock of \$20,000 and the following officers: W. E. Moore, president; H. A. Hanson, vice president; Andrew Amondson, cashier. C. D. Gates is now president and H. S. Hendrickson, cashier. The capital stock has remained unchanged; deposits are now \$265,000.

The First National Bank of Rio was organized in 1907, with W. E. Moore as president; C. E. Berg, vice president; and Andrew Amondson, cashier. With the exception of the vice presidency, which is now held by M. J. Christopher, the present officers are the same as those at the date of organization. The capital stock of the bank is \$25,000 and deposits \$180,000.

PEOPLE'S TELEPHONE COMPANY

The People's Telephone Company was organized February 4, 1901, with Jesse L. Farrington, of Rio, president; E. E. Marsh, Lowville, secretary and treasurer. Mr. Farrington is still president; A. R. Slinger, Portage, vice president; Thomas apOwens, Cambria, secretary and treasurer. The People's has more than 1,200 telephones in operation, its territory embracing Rio, Fall River, Cambria, Randolph and Fox Lake.

THE CONGREGATIONAL CHURCH

The Congregationalists organized a society at the house of David Palmer, two miles east of the village, on December 14, 1864. Those who held the meeting were: O. C. Howe, Juliet Howe, William Scott, Jane Scott, David Palmer, Mehitabel Palmer and Catherine McKenna. For several years they worshipped in the schoolhouse. William Scott was chosen deacon of the original organization, and held the office until his death, September 22, 1877.

The new village made such progress within two years after it was platted that the members of the church concluded to center their activities therein, and on June 9, 1866, the Congregational Society of Rio was organized by electing Daniel Buchanan, William Scott, J. P. Scott, David Palmer and O. C. Howe, trustees. The present church building was dedicated October 16, 1868, and the parsonage completed in 1891. In October, 1877, Kennedy Scott succeeded his father as deacon, and, with his wife and daughter, is active in the church work. The Congregational Church is under the pastorate of Rev. R. C. Bennett, who also has charge of the society at Wyocena.

THE BAPTIST CHURCH

The Baptist Church of Rio was organized June 29, 1867, by D. Buchanan, Mrs. Buchanan, H. Blenis, M. E. Mosher, L. H. Palmer and wife, J. A. Eliot, Mrs. William Gaskell, N. A. Palmer and wife, Mrs. Herring and Miss Buchanan. The organization was effected by Rev. Nathan Wood, of Wyocena, who continued as pastor of the church for many years. The first meetings of the church were held in the school-house; later in various halls and the Congregational Church. In 1873 a building was purchased and fitted for religious purposes. The pastor now in charge of the society is Rev. G. W. Gales.

LUTHERAN AND CATHOLIC CHURCHES

There are also a flourishing Lutheran Church, whose pastor is Rev. G. A. Sundby, and a Catholic Church in charge of Rev. Fr. Schmidt. They are both large and growing and have a strong influence for good. The building occupied by the St. Joseph's Catholic Church was erected in 1902.

The Reverend Sundby has charge of the Lutheran congregations both of Rio and Bonnet Prairie. The latter, in the Town of Otsego, was organized in 1847; that of Rio in 1903. The Rio congregation worships in a large, convenient and modern structure; combined membership of the two societies, 500.

CHAPTER XX

CAMBRIA

THE LANGDONS FOUND CAMBRIA—ARRIVAL OF FIRST WELSH COLONY—SEEKING A LOCATION ON FOOT—DECIDE ON WELSH PRAIRIE—FIFTY-THREE COLONISTS "AT HOME"—ONLY THREE LEFT IN 1912—LANGDON'S MILL BECOMES BELLVILLE—BELLVILLE CHANGED TO CAMBRIA—THE SCHOOLS—WELSH ORGANIZE A MUSICAL UNION—DR. WILLIAMS, PATRON OF LITERATURE—REVIVAL OF THE ANCIENT EISTEDDFOD—POST OFFICE ESTABLISHED—INDUSTRIES AND BANKS—WELSH CALVANISTIC M. E. CHURCH—THE ENGLISH PRESBYTERIAN CHURCH—EVANGELICAL LUTHERAN ZION'S CONGREGATION—MORRIS J. ROWLANDS.

The Village of Cambria lies mostly in the northwest corner of the Town of Courtland, throwing out a fragment of its northern area into Southwestern Randolph. Since 1845 it has been the center of those stanch, clean, moral, intellectual, industrious, musical and warm-hearted Welshmen who settled in the northeastern part of Columbia County and gave the people of that section a reputation for high-mindedness and wholesoulfulness out of all proportion to their numbers. Central Wisconsin has always been proud of its Welsh Prairie and the strong, fine-grained people who have made their homes on it.

THE LANGDONS FOUND CAMBRIA

Preceding the first Welsh colonists by about a year were the brothers Langdon. In 1844 they settled on the site of the present Village of Cambria, one of them building a sawmill on a branch of Duck Creek, the other opening a small stock of merchandise. They surveyed and platted four blocks, and called the village Florence. But the mill loomed considerably for those days, and the little settlement around it was popularly called Langdon's Mill.

ARRIVAL OF FIRST WELSH COLONY

The settlement had just begun when the half a hundred Welshmen, with their wives and children, came upon the scene fresh from the Highlands of North Wales. The story of their coming is well told by a son of one of the colonists, Morris J. Rowlands, one of the advisory editors of this history. Cambria had an enthusiastic "Home Coming," June 3-5, 1912, and Mr. Rowlands' story was published for the benefit and pleasure of the visitors, most of whom are of Welsh stock.

"First of all," he wrote, "permit me to state here that, besides having listened to the substance of what I have here to say narrated from the lips of my father, who was a member of the exploring party hereinafter named, I am principally indebted for the facts and dates appearing in this article to reminiscences written in Welsh by my late brother, John R. Rowlands, Jr., who was at that time an active young man in his twentieth year, endowed with a peculiar trend of mind, quick to comprehend and store up occurrences coming under his observation. He was considered by those who knew him to be one of the safest authorities on the passing events of the pioneer period of Columbia County.

"Early in the summer of 1845 several families from North Wales met accidentally at Liverpool, England, seeking passage as immigrants to the United States of America. On the 17th day of July they sailed from Liverpool harbor on board a sailing vessel named the Republic, and after a voyage of six weeks and two days arrived safely in New York City on the 30th of August, 1845.

"Many and divers were the incidents that happened during this long, wearisome voyage, but space will not permit us to dwell on minor matters in this article.

"After arriving in New York, a number of families whose male members were quarrymen in the old country, went to the slate quarries of New York and Vermont, but the majority of them turned their faces 'Westward,' a word taken as their motto before leaving their native land.

"The next portion of the journey from New York to Albany was made on a steamboat. From Buffalo they took passage over the lakes on board of a steamboat named Wisconsin, the name possibly being the means of drawing them to that particular boat; for that state was their 'promised land.' After a stormy voyage on the lakes they arrived at Milwaukee, Wisconsin, on the 16th day of September, where a portion of them landed, and on the 17th at Racine, where the remainder left the boat.

SEEKING A LOCATION ON FOOT

"On the 24th of September, having previously agreed upon them, Robert Closs, David D. Roberts, John R. Rowlands, Sr., Evan Edwards and Jabez Lloyd left their families at the places mentioned, and were joined by E. B. Williams, William R. Williams, John O. Jones and John Edwards (single men). The party then started on foot in search of a suitable place on which to locate, traveling westward over the eastern part of the state, and passing through the village of Fox Lake, where a branch land office was located, the main Government Land Office being then located at Green Bay. They entered into Columbia, then called Portage County, about four miles north of the present site of the village of Randolph, arriving foot-sore and weary on Saturday evening, September 27th, at the shanty of Foulk Roberts on Section 12, Township 13, Range 12, then being a part of LeRoy Precinct.

"After resting themselves over Sunday at Mr. Roberts' they continued their westward course until they came to a point on the Fox River near the center of Section 16, Township 13, Range 11. There they discontinued for the first time their westward course and turned south, passing over Portage Prairie. On this path they met Samuel McConochie, M. W. Patten, John and Ervin McCall and John Dodge, who were also newcomers preparing to erect cabins on their claims. Mr. Dodge, having nearly completed his cabin, prevailed upon them to stop with him for dinner, which was cooked and prepared by Mr. Dodge personally and, of course, free of charge, which was characteristic of those days.

"After dinner they kept on their southerly course, crossing the north branch of Duck Creek about two miles west of where the village of Cambria is now located. It is interesting to note that the site of the village was entered on by Samuel P. Langdon, and conveyed to him on the 14th day of June, 1845; and it is also claimed and conceded that Mrs. Jabez Lloyd, wife of one of the investigating party of that name, late of Mankato, Minnesota, was the first white woman to step on Cambria soil.

DECIDE ON WELSH PRAIRIE

"After crossing Duck Creek the party entered South Prairie, to which they took quite a fancy, and after traveling over the land, examining the quality of the soil, locating the timber land and investigating the source of water supply, late in the afternoon they walked up to the highest point, which was about half a mile southwest of Zion's Church

in Springvale, and there sat down on the green grass deliberating over the situation and comparing notes on the different localities through which they had passed during the week. Viewing the beautiful landscape before them and stretching in splendor for miles in every direction under the variable-colored rays of the setting sun, they deliberately decided to make that locality their place of future abode, hoping that they were thus forming a nucleus around which their countrymen in the future would gather to form a Welsh colony.

FIFTY-THREE COLONISTS "AT HOME"

"After deciding on the location, they prepared to return, calling first at the Fox Lake land office to enter their claims. Then, returning to their families at Milwaukee and Racine, they immediately prepared to move onto their farms, coming over in covered emigrant wagons—'prairie schooners'—and by the middle of October they were all on their places, housed in what people nowadays would call 'miserable shanties,' but to them, after their wearisome journey, they were 'comfortable homes.' Facing the winter of 1845-46, the settlement contained in round numbers, including children, fifty-three persons, composed of nine families and seven single men.

ONLY THREE LEFT IN 1912

"A word on the origin of the name, Welsh Prairie, may be interesting. Before leaving the spot which the exploring party decided as their location, and in full view of the scenery before them, one of the party suggested that the beautiful prairie lying before them should thereafter be called Welsh Prairie; and to this, all agreed. Hence the name, dear to the memory of and quite a drawing card in bringing together many of the hosts of Home Comers that visited Cambria on the 3d, 4th and 5th of July, 1912, from New York to California and from Canada to Texas; and now, after a lapse of sixty-seven years, out of the party of fifty-three persons mentioned, only three of us are left to represent the early settlers of '45 at the glorious Cambria reunion of 1912."

LANGDON'S MILL BECOMES BELLVILLE

In 1848 the Langdons, founders of the settlement from which sprung the village, raised a frame for a gristmill, but they had exhausted their means in their sawmill and store, and were unable to purchase the

necessary machinery to operate it. In the spring of 1849 a Mr. Bell appeared and advanced money for that purpose, taking a mortgage upon the Langdon property as security. In consequence of nonpayment of the debt, the property passed into his hands, and the new owner surveyed and platted quite a large addition to the original site. In order to perpetuate his name he called the village Bellville.

Mr. Bell continued to operate the mill until 1851, when he disposed of all his holdings—not only in the mill but in the village site—to John ap-Jones and Evan Edwards. As Jones and Edwards were not practical millers, they employed Gabriel Williams to superintend the plant,



NEW HIGH SCHOOL, CAMBRIA

and under the latter's long management the mill became one of the best known industries of the kind in the county.

BELLVILLE CHANGED TO CAMBRIA

But the new proprietors of the village, as well as the Welshmen who had settled there, were not pleased with the name Bellville, and by them it was changed to Cambria. But little growth was attained until the completion of the railroad through the place in 1857; and it has never had a rapid development.

THE SCHOOLS

As stated, although Cambria has shown no noteworthy expansion, it has always set a high standard of morality and culture. The school

district, of which it was the center, was organized in 1847—one of the first in the county—and a house was built the same year on land given by Samuel Langdon. It was built of oak lumber from Langdon's mill and, although sadly overcrowded in the later years of its use, served the purposes for which it was built until near the time when the frame schoolhouse was built in 1861. When the village was incorporated, in 1866, the scholars were graded, and two years afterward the building was moved to a better location on Tower Street, where an addition was made for the primary grades. Since then other improvements have been made, a good high school organized, and the entire local system of education maintained at the modern standard. U. T. Cady is the present principal.

WELSH ORGANIZE A MUSICAL UNION

The Welsh colonists brought with them the thirst for knowledge and the determination to furnish their children with means of education; also, their strong racial love of music. The hardy Highlanders of Wales—the out-of-door people, who love to exercise their splendid lungs and clear voices—found an early occasion to organize on the Welsh Prairie.

Music was cultivated from the very day in 1845 that the Welsh settlers opened their crude, but homelike cabins, but not until 1848 did the different settlements organize into a musical union. It was then decided that the colonists in Columbia County should join in a grove about eight miles north of Cambria to celebrate the Fourth of July. Music was furnished by a large and well-trained choir, and E. B. Williams delivered the principal address, a philosophical discourse on music. Other speeches were made, some of them befitting the natural patriotism of the day.

“It is worthy of mention,” says an old settler, “that this manner of celebrating the Fourth of July became popular and much good came of it. Every year brought some new celebrity to the platform and more cultivation to the choir. This musical union continued to gain ground steadily for about fifteen years, when religious revivalists claimed the privilege to hold a prayer-meeting on the same day. The prayer-meeting was held but once, but that was enough to break up the musical union. Were it not for that fact, it is probable that the Fourth would have continued to be celebrated to this day in the same manner as of old.

DR. WILLIAMS, PATRON OF LITERATURE

“Still nothing was done to encourage and cultivate the literary tastes of the people until Dr. J. Ll. Williams returned from Pennsylvania and

settled in Cambria in the year 1853. He was the founder, first teacher and patron of literature among the Welsh in this part of Columbia County. He organized literary societies in every schoolhouse, held regular weekly or bi-weekly meetings, which were well attended, especially by the young people. Different subjects were given for competitions in prose and verse, lectures and speeches were delivered and music in its various forms was taught and encouraged.

· REVIVAL OF THE ANCIENT EISTEDDFOD

"In the month of April, 1856, the first grand Eisteddfod (revival of the ancient Druidical festival) was held in the old church or chapel called Zion, on Welsh Prairie. This was well attended by musicians, poets, lecturers and other literary characters from all parts of the state, and was a decided success. Not only was that particular congress of bards and literati a success, but, by drawing out talents not previously known to the public, it proved that there was material enough among the Welsh population for holding such meetings in the future."

The Welsh in Columbia County have held an Eisteddfod at home, or have joined with others to hold one in some other part of the state almost every year since 1856. The center of its musical and choral features has always been Cambria, and this, more than ever, since the building of its fine Music Hall in 1900.

POSTOFFICE ESTABLISHED

In the fall of 1852, the year after the village site had passed to Messrs. Jones & Evans, a small store was opened by L. Richards. At that time there was no postoffice at "Bellville," and Mr. Richards, as well as the few other settlers, resented the inconvenience—not to call it an indignity—of being obliged to go three miles for the mail. The storekeeper asked the Government for a postoffice on the ground. The country being thinly settled and there being two postoffices within three miles, the department felt unwilling to create another one unless one of the two should be suspended and the mail contractor willing to change his route. But in the spring of 1854 the necessary arrangements were made for an office at Cambria.

HOTELS

In 1856 the first hotel was built in Cambria by Griffith & Evans. It was burned in 1872.

The Cambria Hotel was soon afterward built and opened to the public.

INDUSTRIES AND BANKS

The Cambria Roller Mills were built in 1871, and constitute the village's leading industry. It has a creamery, a canning factory, a solid business street, and two good banks; evidences that the village is the substantial center of a productive country and a substantial people.

The oldest of the financial institutions of the village, the Bank of Cambria, was organized in 1881 by Edward Harris, of Mineral Point.



OLD CAMBRIA HOTEL (REMODELED)

M. J. Rowlands, his brother-in-law, was his partner in the grain and lumber business. Mr. Rowlands bought the widow's interest in the bank. Mr. Harris died in 1894, and from that year until 1903 it was conducted by M. J. Rowlands & Son. In the latter year it was organized as a state institution, without change of proprietorship, and a convenient building erected for the transaction of its business. The Bank of Cambria has a capital of \$10,000, with deposits of \$180,000.

The Cambria State Bank was organized September 30, 1909, has a capital of \$15,000, with surplus of \$5,000, and is a substantial institution. Present officers: H. F. Schemmel, president; John Slinger, vice president; and E. O. Roberts, cashier.

WELSH CALVANISTIC M. E. CHURCH

The Welsh Calvinistic Methodist Church was organized in 1853 by Rev. William Jones with twenty-five members. Rev. John ap Jones, a local preacher, ministered to the congregation from its organization until June, 1857. The first services were held in the village schoolhouse, continuing therein until the erection of the first house of worship in 1857. The church continued to wax strong in spirit and increase in membership, and in 1890 the large structure now occupied was completed. Rev. J. O. Parry is the present pastor.

THE ENGLISH PRESBYTERIAN CHURCH

The English Presbyterians organized into a society in 1859, and a church building was erected in 1860-61. The first elder was John Peabody, and the constituent members were Mrs. Peabody, Miss Peabody, John Van Middleworth and wife, Sarah Van Middleworth, Mrs. John D. Jones and Robert Currie. Rev. Andrew Hardy was the first pastor of the church. The membership of the English Presbyterian Church of Cambria is nearly two hundred; Rev. D. Evans Jones, pastor in charge, is a newcomer to the village. The society worships in a modern church edifice, and is growing in every sense of the word.

EVANGELICAL LUTHERAN ZION'S CONGREGATION

The beginning of Zion's Evangelical Lutheran Church dates back to the year 1887. In that year through the efforts of Julius Berger, Herman Rausch, Adolph Berger and others the Rev. Charles Sund, a Lutheran pastor residing at Markesan, was secured, some forty members in and near the Village of Cambria pledging themselves to support the minister financially. As this little band of Christians did not feel strong enough to build a church immediately, they rented the Presbyterian Church as a place of worship. The Reverend Sund re-enforced by the Reverend Lanzer of Waupun, as often as the latter could disengage himself from his regular duty, served the Cambria Lutherans for a period of two years. In the year 1889, the neighboring Village of Randolph had a pastor in the person of the Rev. E. Schubarth, and thus he was engaged by the Cambria people, services now being held with more regularity. The Reverend Schubarth continued preaching at Cambria until 1891, when the Rev. F. Koch became his successor. As the congregation at Cambria had up to this time not really been organized, it was now duly organized as Zion's Evangelical Lutheran Congregation, with Ad.

Berger, Herman Rausch, and Christhof Krienke as trustees. During the Reverend Koch's pastorate services were also held at Pardeeville, with the result that a congregation was soon called into life at that place. The services were at first held in a school building a few miles out of Pardeeville, commonly called the "slab schoolhouse," until several years later a church was erected in the village.

In the year 1894, the Presbyterians at Cambria decided to build a new church and offered their church property for sale. The Lutheran congregation availed itself of this opportunity by purchasing this property at a reasonable price. As this church was rather large for the congregation a partition was built at one end, the portion cut off by the partition forming a schoolroom. This space has ever since served as a schoolroom, the different pastors making it their duty to teach the children of the congregation and give religious instructions to the catechumens in preparation for their confirmation.

When the Reverend Koch discontinued his work at Randolph in the year 1898 in order to resume it at a different place, the congregations of Cambria and Pardeeville felt strong enough to retain a pastor of their own, and thus the Reverend Biedenweg became the first resident pastor of Cambria. The Reverend Biedenweg began preaching at Doylestown also, and a congregation was formed there. He served the congregations for a year only, being forced by ill health to retire from service. The Rev. H. Brockmann became his successor, being installed at Cambria in 1899.

Up to this time the congregation had been renting a house for their pastor, but during the Reverend Brockmann's pastorate a house was purchased by the congregation which has served as a parsonage ever since. When the Rev. H. Brockmann in 1902 accepted a call to Beaver Dam, the congregation secured the Rev. Beno Gladosch who, however, remained barely a year, going to Fox Point to become the assistant of his father-in-law, the Reverend Reuschel. The successor of the Reverend Gladosch was the Rev. A. Ph. Pankow, who remained at Cambria for seven years. During his stay here the parsonage was enlarged. As the congregation at Doylestown, together with a congregation at Fountain Prairie, was by this time supporting a minister of its own, the Reverend Pankow was able to center his work on the congregations at Cambria and Pardeeville. In 1910 the Reverend Pankow accepted a call to Cambridge, Wisconsin. The congregations at Cambria and Pardeeville were now without a pastor for about a year the Revs. Haase of Randolph and O. Koch of Columbus filling the vacancy as best they could.

In May, 1911, the Rev. L. C. Kirst took charge of the congregations at Cambria and Pardeeville, coming to Cambria from Tomahawk, Wisconsin.

sin. During the last years the congregations have had a steady growth, owing to the large number of German Lutherans settling in this vicinity. Zion's congregation at Cambria has recently renovated the church and remodeled the parsonage, while St. John's at Pardeeville is at present writing, building a spacious schoolhouse. Zion's congregation has at present forty-nine voting members and 173 communicating members, while St. John's at Pardeeville counts fifty-six voting members and 161 communicating members. About a year ago English work was taken up in both congregations with English preaching services once a month. With these services so well attended, and seeing that the English work had become a necessity, the congregation at Cambria decided to have one German service omitted every month in favor of an English service. Both congregations have recently joined the Evangelical Lutheran Synod of Wisconsin and other states, a church body forming part of the Evangelical Lutheran Synodical Conference of North America, which has a membership of over a million souls.

MORRIS J. ROWLANDS

The interesting article entitled "Advent of the First Settlers of Welsh Prairie and Cambria," was prepared and contributed by Morris J. Rowlands. As a representative of that fine Welsh element that has been so conspicuous in the development of Columbia County, and as one of the most influential citizens and bankers of Cambria and vicinity, it is appropriate that some specific mention of his family and himself should be contained in this work.

His parents were John R. and Jane (Closs) Rowlands, both natives of Carnarvon Shire, Wales. In the summer of 1845, they emigrated to America with a family of seven children, whose names were John R., Jr., Robert J., Humphrey J., Owen J., Miss Ellen, Dorothy Jane and M. J. Rowlands. As they were among the first settlers in the Town of Springvale, then called Leroy Precinct, while Wisconsin was still under territorial government, the important incidents of their coming are related in the article above referred to. A patent still on record, given by President James K. Polk to John R. Rowlands, shows that the father on his arrival bought the south half of Section 10 and the north half of Section 15 in Town 12 north, Range 11 east, and at once began farming. In his native country he had followed the occupation of quarryman, and therefore was at a distinct disadvantage in adapting himself to the untried calling of a farmer, and his own inexperience was the greater handicap because he could find no experienced farmer in that sparsely settled region to consult with. However, his industry, his

progressive trend of mind, and his enthusiasm enabled him to make a fair success, and he contrived to prosper. At the same time he was very active in the organization of the new settlement, and it is noteworthy that his name appeared at the head of the list of those who took out their naturalization papers in Columbia County in the fall of 1845. He also lent a willing hand to the newcomers who followed him to this pioneer district. John R. Rowlands was one of the fine factors in organizing the first church society in his precinct, and in building the first church in the northeastern part of Columbia County, known as "Sion" church. He served as its deacon for many years. A man of great industry, leading a quiet, sober life, he continued that character up to his old age, and passed away at Cambria, January 19, 1883, in his eighty-fourth year. His kind and faithful wife had preceded him to the grave thirteen years, on September 21, 1869.

Morris J. Rowlands, who was a small boy when the family emigrated to this country, was born in Wales, July 4, 1840. With the example of his father and his older brothers before him, he took up farming as his first vocation, and a few years after reaching manhood established a home of his own by his marriage on December 21, 1866, to Miss Catherine Owens. She was born in Wales, April 25, 1842, the youngest daughter of David and Jane Owens. The Owens family emigrated to America in 1847, there being ten children, six sons and four daughters. David Owens, who had engaged in the sheep industry in his native land, had accumulated more wealth than the average emigrant of that time, and on his arrival in the Town of Springvale took up about six hundred and eighty acres of land, in Sections 14, 23 and 36. By his own management, with the help of his sons and such as he was able to hire, he developed a splendid farm, and became one of the most substantial men of the county. At the age of sixty-four David Owens died, leaving behind him a record not only of individual prosperity, but of long continued service as a friend to the poor and needy. His good wife followed him in March, 1875. Between the influential families of the Rowlands and the Owens subsist many intimate ties not only of marriage but of community and religious co-operation. Previous to the marriage of Morris J. Rowlands and Catherine Owens there had been two other marriages contracted between members of the two families. The first, celebrated in April, 1853, was between John R. Rowlands, Jr. and Gwen Owens. The second took place in January, 1864, between David D. Owens and Miss Dorothy Jane Rowlands.

After twenty years of married life on the farm, Mr. Rowland's son David M., having entered commercial college at Milwaukee, the father and mother moved to the Town of Cambria, where he engaged in a partnership with his brother-in-law, Edward Harris, in the grain and lumber

business. Mr. Harris, who was the proprietor and organizer of the Bank of Cambria, died six years later, and Mr. Rowlands then bought the interests of his sister, Mrs. Harris, in the bank, and took an active part in the management of that institution, which was established more than thirty years ago. His son, David M. Rowlands, had been cashier of the bank while it was in the possession of his uncle, and the father and son have since continued this management, M. J. Rowlands as president, and D. M. Rowlands as cashier. The bank was organized under the state law in 1903. Its record deserves some comment. During the panic of 1907, when most of the banking institutions of the state had to avail themselves of the protection of sixty days' notice to depositors, the Bank of Cambria did not in a single instance refuse payment of a draft, deposit or any other commercial paper presented over its counter.

Among the varied possessions acquired and retained by Mr. Rowlands is the old homestead on which his father first settled on coming to this country, and its ownership he regards as something sacred and intends to keep it under the management of the family for at least a few generations to come, thus carrying out what had been a cherished wish of his pioneer father.

Mr. M. J. Rowlands has actively identified himself with the affairs of his locality, occupied the office of town clerk of Springvale and clerk of the Town of Courtland, altogether about fifteen years, was a member of the county board ten years and was president of the Village of Cambria, when it was reorganized under state charter. In his love for and interest in music Mr. Rowlands manifests a talent somewhat peculiar to his people. When he was eighteen years old he was elected leader of the church choir, and with others was incidental in organizing the Welsh Musical Union of Wisconsin, of which he served as secretary for many years and also as one of its conductors. His choir was successful in winning several of the prizes awarded at the Welsh Eisteddfod. From childhood he has been a member of the W. C. M. Church, and affiliates with the Masonic Order.

Of the three sons born to Mr. Rowlands, two died in infancy. D. M. Rowlands, the oldest of the children, has for some years been in partnership with his father in all his enterprises, and at the present time bears the heaviest part of the responsibility, acting as vice president and cashier of the bank, superintending the farm, and giving much of his attention to the breeding and raising of thorough-bred live stock, of which he has a line of fine Red Poll cattle and Hampshire hogs.

D. M. Rowlands was married July 6, 1898, to Miss Emma Davies, daughter of Edwin and Jane Davies of Cambria. To this union have been born two sons: Morris J. Rowlands, Jr., born July 21, 1899; and Edwin Myrwin Rowlands, born April 1, 1901.

CHAPTER XXI

POYNETTE

VILLAGE OF TODAY—ITS NAMING, A MISTAKE—JUDGE DOTY INTENDED "PAUQUETTE"—VILLAGE PLATTED—POYNETTE IN 1855—FIRST SCHOOL—CRUSTY BACHELORS WITHHOLD TAX—FIRST PREACHING—THE TIMES THAT TRIED MEN AND WOMEN—THE JAMIESON FAMILY—POYNETTE AS A FLOUR CENTER—RIVALRY OF THE "SIDES"—THE GRAIN TRADE—BANK OF POYNETTE—SCHOOL HISTORY—THE CHURCHES—THE METHODISTS ORGANIZE—REV. JOHN M. SPRINGER, WAR HERO—THE PRESBYTERIAN CHURCH—THE LUTHERANS AND CATHOLICS.

The little Village of Poynette in the southwestern part of Columbia County is a station on the Southern Division of the Chicago, Milwaukee & St. Paul Railroad. Its location is also on Rowan's Creek, a water-power stream tributary to the Wisconsin River.

VILLAGE OF TODAY

It is the banking and trading center of a prosperous agricultural field, and you therefore find there such establishments as a creamery, feed mill and sorghum factory, grain elevator and salting station for cucumber pickles. Poynette has also several produce houses, a lumber yard and a flourishing bank, and is the headquarters of quite a telephone system, which is of great convenience to the villagers and to the farmers for miles around. The village has a good graded school and an adequate system of waterworks. It has a number of churches representative of both faiths and nationalities; so that altogether the community has no need to look elsewhere to satisfy its material, educational or spiritual needs.

HISTORY OF COLUMBIA COUNTY

ITS NAMING, A MISTAKE

The naming of the Village of Poynette was rather an unfortunate mistake. As Rowan's Creek perpetuated the name of the county's first permanent settler, it was the intention of the pioneers that Pauquette, the widely known fur trader and interpreter at the portage, should be remembered in the christening of this village on Rowan's Creek; but fate decreed that it should receive a meaningless name.

JUDGE DOTY INTENDED "PAUQUETTE"

James Duane Doty, who was to become governor of the territory in 1841, entered 120 acres of land in the Southeast Quarter of Section 34, Township 11, Range 9, on the 8th of February, 1837, and caused it to be laid out as the Village of Pauquette. In the earlier years the intelligent and faithful trader was a warm friend of the able and enterprising governor. But the following year after the village was platted Mr. Doty was elected to Congress, and his long after career of public service tended to divert his mind from such minor affairs as the village-to-be on Rowan's Creek. The plat was therefore vacated.

About the year 1850, application was made by Mr. Doty to the post-office department for the establishment of a postoffice at that point, to be called Pauquette. Through a clerical error it was called Poynette. No effort was ever made to correct the name, and when the village was again platted it was called Poynette, after the postoffice.

VILLAGE PLATTED

In 1851 Samuel B. Pinney made the first plat of the village, which comprised the Northeast Quarter of the Southeast Quarter of Section 34. Shortly thereafter he transferred it to John Thomas.

POYNETTE IN 1855

One of the residents of Poynette No. 2, writing about 1880, thus pictures the village as it was a few years after Mr. Pinney had passed it over to Mr. Thomas. "There were about a dozen inhabitants in the village of Poynette twenty-five years ago and four dwelling houses, including the public house kept by Hugh Jamieson," he says. "S. B. Thomas who kept the postoffice (John Thomas was the postmaster), Hubbard Johnson and Hugh Jamieson—the latter just married and occupying one apartment of a double log house, while the other served as a schoolroom. It was Poynette's first school.

FIRST SCHOOL

"The inhabitants contemplated building a schoolhouse, and in order to draw the public money they had to have a school; so they taxed the inhabitants to raise money to pay a teacher, for whose services they paid six dollars per month. For something to eat the teacher walked home with her scholars, sometimes two or three miles out in the country; for Poynette was a village (why not?) with hotel, postoffice, and blacksmith shop. I used to hear people say that Poynette would be as large as Portage City some day.

CRUSTY BACHELORS WITHHOLD TAX

"The school numbered twenty-four scholars, but twelve or fifteen was the usual attendance. An old bachelor refused to pay his tax for the reason he had no children to send to school. Another (not an old bachelor) withheld a portion of his tax, claiming that a certain young man who was paying his addresses to the teacher owed him. He was holding on to see how matters progressed; if they married he was going to turn it in, and if not he would pay the teacher some time. Of the scholars only two are now residents of Poynette—Courtland Brown and John Wilson. Of the rest, some have died, some are in Iowa, some in Minnesota, some in Missouri and one in New York—now a Methodist minister.

"I remember a snow storm the 11th of June. As I was on my way to school, I saw a man in the field near the roadside planting corn, with overcoat and mittens on. The same was Hugh Jamieson. When I arrived at the schoolhouse the scholars were there; and as most of them were barefooted and there was no fire in the schoolroom, they had to go home and wait for fair weather. The house was built by Wallace Rowan and, since vacated, has served for the purposes of a drygoods store, postoffice, schoolhouse and meeting house.

FIRST PREACHING

"A Mr. Cornell, a Baptist minister, used to come to Poynette. He usually sent an appointment to preach on the Sabbath. Of the dozen inhabitants, no two held the same faith or belonged to the same order. Mrs. Johnson was the only Methodist.

"H. P. Jamieson was the first white child born in the village of Poynette. Mr. Thomas was postmaster, and the mail matter was kept in an old tool chest in one corner of the kitchen.

THE TIMES THAT TRIED MEN AND WOMEN

"It is a difficult matter for the youth of the present day to understand that at the time of which I write, the fleet-footed deer and the wily prairie wolf might occasionally be seen where the iron horse now plunges along, heavily laden with the products of a country which then scarcely furnished more than the inhabitants required for immediate use; for scarcely a foot of land on the prairie south of our now prosperous and flourishing village was under cultivation, except a very few pieces adjoining the timber. If, however, they had a few bushels of grain to spare which they wished to convert into cash, they hauled it to Milwaukee, a distance of more than a hundred miles. This journey was usually performed with oxen, taking from eight to twelve and sometimes fifteen days, to make the round trip. In those days men had many disagreeable duties to perform and, knowing this, they nerved themselves to the task and went at it with a will and determination to succeed."

THE JAMIESON FAMILY

There is no family which has been so prominent since the founding of Poynette to the present time as that of the Jamiesons—Hugh and his sons, Hugh P., Addison J., and John C. The father was the prince of hotel keepers, being, at times, proprietor of the old Rowan Hotel, the Poynette House (which he erected himself in 1856), and the American House. The sons mentioned, who were all born in the village, own and manage its bank and its leading house dealing in grain, lumber, building materials, farm machinery, etc.; in fact, they represent the largest financial and business interests of the place. In this connection, we are pleased to state that following this chapter is a very interesting and strictly authentic story from the pen of Hugh Jamieson, which not only deals with Poynette and vicinity, but with a more extended territory in Southern Wisconsin, over which he traveled in the days of his young and vigorous manhood. This fine old pioneer took vigorous exception to the assertion, generally accepted as history, that Wallace Rowan was the county's first permanent settler; and the reader is referred to his paper for the grounds of his claim.

POYNETTE AS A FLOUR CENTER

For a number of years Poynette was quite a flour center, the Lower Mills being erected in 1858 and the Upper Mill in 1860. The Lower Mills especially had a large local trade and were well patronized by the farm-

ing community. But the coming of the railroad in 1870, although it stimulated business in many ways, had the effect of bringing better brands of flour to the village than could be supplied by the local plants. The Madison & Portage Railroad was completed to Poynette in October, 1870; this is now the Southern Division of the Chicago, Milwaukee & St. Paul.

RIVALRY OF THE "SIDES"

Until that time the growth of the village was quite slow; its population had not reached more than one hundred and fifty inhabitants, and its business was all upon the south side of Rowan's Creek, with the exception of Jamieson's Hotel.

THE GRAIN TRADE

On the completion of the railroad R. B. Wentworth & Company, of Portage, built a small warehouse and for two seasons purchased grain at Poynette. In the summer of 1871, Hugh Jamieson erected what was then a large elevator, with a storage capacity of 12,000 bushels and commenced the business of buying and shipping. He continued the business for seven years, withdrawing in 1878 in favor of his son, H. P. Jamieson and W. C. Gault. Thus was founded the business now conducted on a much enlarged scale, by the Jamieson Brothers' Company, which was incorporated in 1909 and is an outgrowth of the firm Jamieson Brothers, formed in 1890.

BANK OF POYNETTE

The Bank of Poynette was established in 1894, as a private institution by the Jamieson Brothers—H. P., A. J. and J. C. In 1903, under the general law, it was incorporated as a state bank, and in 1908 its capital stock was increased from \$6,000 to \$10,000. Its capital remains the same; undivided profits about five thousands dollars, and deposits, \$194,000.

SCHOOL HISTORY

In 1852, a school district was formed comprising Sections 34 and 35, Town of De Korra, and Sections 2 and 3, and North Quarter of 10 and 11, Arlington, which was called Joint District No. 4 of the towns of De Korra and Arlington. A one-story frame schoolhouse was built half

a miles south of the Village of Poynette, which was used until 1867, when it became too small for the needs of the community. A room was rented in the village for the higher department, the primary alone occupying the schoolroom. In the fall of 1867, a large two-story schoolhouse was erected and occupied by the high school and the grammar grades jointly. William Koepke is now principal of the well organized Union School of Poynette.

THE CHURCHES

The Methodists, Presbyterians, German Lutherans and Catholics have societies at Poynette. The M. E. Church is the oldest and the strongest.

THE METHODISTS ORGANIZE

Before the platting of the second village in 1851, the few Methodists at and near the present site of Poynette had listened to Rev. Henry Maynard, at the house of A. Johnson. This was about 1846, soon after Lodi and Poynette had been set off from the Madison Circuit. Mr. Maynard afterward preached regularly at the house of Clark M. Young, a short distance from the village. In 1853, Poynette was separated from Lodi; for some years thereafter religious services were conducted in the schoolhouse. The membership increased so rapidly that by 1860, it had reached 180, most of the attendance, of course, being drawn from territory outside the village, and about 1862, a neat and commodious house of worship was erected.

REV. JOHN M. SPRINGER, WAR HERO

From the fall of 1862 until the summer of 1863, the pulpit of the Methodist Church was filled by Rev. John M. Springer. He was drafted for military service, and appointed chaplain of his regiment. While filling that position at the battle of Resaca, the captain and first and second lieutenants of his company fell, when he seized a musket and led on the charge. He was soon mortally wounded and carried from the field, saying in his last moments to Charles Early, a comrade, "I have lived what I preached in our northern home, and die in the favor of God." No pastor of that church is more revered than Rev. John M. Springer.

About 1875, the church building was moved from the present site of the Catholic Church to the location it now occupies, and greatly improved. Among its later pastors who have been especially prominent in the

upbuilding of the church was Rev. J. W. Barrett, who occupied the pulpit for five years. The Methodist Episcopal Church has now a membership of over one hundred and ninety, with Rev. D. H. Fleet as pastor.

THE PRESBYTERIAN CHURCH

On April 24, 1867, a committee appointed by the Presbytery of Columbus, consisting of Revs. Warren Mays and James A. Lowrie and Elder John B. Dwinnell, visited Poynette in company with Rev. B. G. Riley, district secretary of Home Missions, and Rev. A. G. Dunning, for the purpose of organizing a church. An organization was effected by Augustus P. Smith, Caroline A. Smith, Augustus O. Dole, Sarah E. Dole, Harvey J. Sill, Miranda M. Sill, Adaline Youmans, John Watson, Elizabeth Watson, John Forsythe, Margaret Forsythe, Mrs. Jeannet Campbell and Mrs. Agnes Campbell. In January, 1874, a church edifice was completed. The longest service in the pastorate of the Presbyterian Church of Poynette was that of Rev. William L. Green, D. D., who was in charge from 1882 to 1898. It was during the second year of his pastorate that the Poynette Presbyterian Academy was established. The present membership of the church, in charge of Rev. C. L. Richards, is about ninety.

THE LUTHERANS AND CATHOLICS

Rev. Martin Mencke is the pastor of the German Lutheran Church, and the Catholics are served by Rev. Joseph Gabriels, assistant to Rev. John Morrissey, of St. Mary's Parish, Portage.

CHAPTER XXII

AN OLD SETTLER'S MEMOIRS

HUGH JAMIESON'S YOUTH IN SCOTLAND—BOOKED FOR AMERICA—THE ROUTE TO COLUMBIA COUNTY—ARRIVES AT THE SITE OF POYNETTE—PRICES AND TAXES IN THE '40s—TEAMING OVER SOUTHERN WISCONSIN—THE RAILROADS—COMMENCES TO IMPROVE LAND IN 1850—PRAIRIE FIRES—BREAKING UP THE LAND—PIONEER PLOW FOR HEAVY WORK—FIRST LAND ENTERED IN THE COUNTY—GETS CURIOUS ABOUT MISS THOMAS—MARRIED BY SQUIRE CURTIS—THE THOMAS FAMILY—UNION SCHOOL AND CHURCH—ROWAN WAS NOT FIRST SETTLER—PURCHASES A HOTEL—FIRST VILLAGE PLAT OF POYNETTE—SCHOOL DISTRICT OF 1852—AN IMPORTANT YEAR—WHY THE HOTEL PAID WELL—BUYS MORE LAND—RAILROAD FROM MADISON TO PORTAGE—A BOOM FOR POYNETTE—COMPLETES NEW AND LARGER HOTEL—RAILROAD WORK CEASES—YET LOCAL IMPROVEMENTS PROGRESS—ADMITTED TO CITIZENSHIP—PLATS JAMIESON'S ADDITION—RIVALRY OF NORTH AND SOUTH SIDES—WAR TIMES IN THE COUNTY—SECURING VOLUNTEERS FOR THE UNION—RAILROAD PROJECTS (1861-62)—LABOR AND CROPS IN WAR TIMES—CHAIRMAN OF THE BOARD AGAIN—RAILROAD WORK RESUMED—SUGAR RIVER VALLEY RAILROAD SOLD—IMPROVEMENT OF SOUTH POYNETTE—FALL OF RICHMOND CELEBRATED—DECLINE OF WAR PRICES—LOCAL IMPROVEMENTS AFTER THE WAR—HEALTH FAILING—SIXTEEN YEARS A HOTEL KEEPER—AGAIN DEFEATED BY MR. TURNER—FORMATION OF THE MADISON & PORTAGE RAILROAD—TOWN VOTES AID TO THE ROAD—THE MEETING AT MADISON—"OLD BEESWAX" AND GEORGE B. SMITH—"JACK OF CLUBS" SUSTAINED—GENERAL STORE FOR RAILROAD MEN—TRANSFER OF TOWN BONDS FOR RAILROAD STOCK—BOND QUESTION TRACED TO THE END—"OLD BEESWAX" GOT THERE—ESTABLISHES GRAIN BUSINESS—CHEESE FACTORY ESTABLISHED—BUSINESS PASSES TO JAMIESON (H. P.) & GAULT (W. C.)—FARM MACHINERY AND SUPPLIES—JUSTLY PROUD OF HIS HOMESTEAD—RETROSPECT IN 1883—HIS RELIGIOUS CREED—GOOD FAMILY STOCK—MR. JAMIESON'S DEATH.

Hugh Jamieson bought land in the town of De Korra in 1849, and from 1851 was a permanent resident of Poynette and vicinity. Besides



Hugh Jamieson

being a pioneer, he was a man of more than ordinary prominence in connection with the life and affairs of his locality. Among his important services to Columbia County was the writing, during his leisure hours in a period of semi-invalidism in 1881-82, of a manuscript of about three hundred and fifty pages, relating the story of his own life in Scotland and Wisconsin, and many incidental facts and events connected with contemporary affairs of the counties in which he lived. In style he reminds one of Robert Louis Stevenson, and interspersed in his simple relation of the events which revolved about his career are many philosophical episodes, which give his memoirs a charm and instruction above those of any which it has been the fortune of the present editor to read. The entire manuscript is of course too long for publication here, but that portion dealing with his life in Columbia County is probably the best available account of the times, especially all that concerns the founding and early history of Poynette. The following is therefore an abstract of those memoirs condensed and edited appropriately for publication as a chapter of this history of Columbia County.

HUGH JAMIESON'S YOUTH IN SCOTLAND

Hugh Jamieson was born at Underhill, Parish of Loudon, Ayrshire, Scotland, May 15, 1829. His father Hugh soon moved to a manufacturing village named Newmilns, where he died when Hugh, Jr. was two years old. The mother, Janet Findlay, a daughter of John, was left with four children, John and Hugh, and Janet and Agnes, all of whom became residents of Wisconsin, and were living at the time the memoirs were written in the early '80s—John in Rock County, and the rest in Columbia County. Three other children died in infancy.

In the picturesque valley of the Irvine where Newmilns lay, beneath the lofty Loudon hill, in a land celebrated by Robert Burns, Hugh Jamieson grew from infancy through boyhood. When about five years old he was first sent to school, with his "A B C board" suspended by a string around his neck. In school he soon learned the use of the "taws" as the leather strap, ending in lashes, and employed for punishment, was called. There were few holidays. The dominie's presents of whiskey, rum, or brandy, among other gifts to the scholars, were a feature of that school experience which will strike Americans as the strangest contrast between the Scotch education of that time and our stricter American morality. Three years later he went to another school, where he made good progress and began the study of Latin at the age of ten. Mr. Jamieson claims that the methods and results of instruc-

tions were not so far behind those of modern days as some people suppose. In that second school he attended four years, except for a few months of service as "the drawboy" in a weaving shop or "loomstead," conducted by Robert Wilson, who married the older Jamieson daughter.

At the age of twelve, Hugh got restless and wanted to earn his own support. His mother finally yielded, and he was bound for three years' apprenticeship at the weaver trade with his brother-in-law. He had his disappointments over his frequent failures at expertness of the regular artisan, and would gladly have annulled the contract, but in time was in a fair way to become a tolerable good weaver. His work hours were from six or seven in the morning, until eight or nine in the evening, with little time for meals. During that experience he learned much from association with and as an auditor to the weavers in their discussions of politics and other current questions. Though able to earn good wages by the end of his apprenticeship, he detested the trade and gladly accepted employment under a former captain of the British army, a very ugly tempered man, whose service by no means proved congenial. At the end of his first term he found an excuse for declining re-employment, saying he hoped to go to America with his brother John, who had recently returned from that country. When he suggested to his employer the possibility of leaving Scotland for America, the latter exclaimed with an oath! "Go to America! Do you know what the Americans are? They are nothing but a lot of cutthroats and thieves, that ran away from this country and other countries in Europe to escape hanging or other punishments that would have been inflicted upon them if they had not left." Despite this opinion, Hugh Jamieson held to his determination to leave his first place of employment, but instead of going to America, he attended the Kilmarnock Fair, where employers and employees met and arranged terms of service for the following six months. Hugh engaged with a farmer near Kilmarnock, at wages of four pounds sterling and board and washing. He was then between fifteen and sixteen years of age. His work was chiefly the delivering of milk to a route of customers, and he states that the training in system and order acquired during that time proved very valuable in his later business career. His service was continued two terms, and he then engaged for six months at a less home-like place, also as a milk seller. Toward the close of the last term he spent a few days in Glasgow, and secured work in a spirit shop at six shillings a week. A change was soon made to another similar shop, where he stayed some eight months. The employment was not congenial and during that period he witnessed many hard scenes and saw much of the coarser side of life. Mr. Jamieson then opened a spirit shop of his own, his brother taking

a half interest. At the end of four or five months, his shop was fairly prospering, and as it required only one person to manage it, Hugh then took employment with a victualing and provision store. That was in the fall of 1847. The following winter was one of great scarcity, and was marked by many troubles and riots in Glasgow.

BOOKED FOR AMERICA

Early in the next spring, John Jamieson once more turned his attention toward the United States, and secured passage on a boat sailing from Glasgow, April 15th. This caused Hugh Jamieson to resume the liquor business as proprietor and manager. A few days later an opportunity to sell was presented and accepted, and while he was negotiating for another location, an evening was spent in company with some people preparing to go abroad on the same vessel as his brother. One of the ladies inquired, why he too did not accompany his brother. His reply was that he had given the subject no thought, but the succeeding night his mind was so filled with the matter that he had little sleep. In the morning he decided that if a passage could be secured he would go with his brother. A visit to the company's office resulted in his being booked, and thus one of those momentous problems in an individual career was solved and all his subsequent life given an entirely new direction.

THE ROUTE TO COLUMBIA COUNTY

He had not yet reached his nineteenth birthday. Youthful emotions are strong, if not persistent, and it was with a heavy heart he revisited the home of his boyhood and took farewell of old friends and associations. Especially trying was his separation from his mother and sisters, who came to Glasgow to see him off. Then the good ship "Margaret" of Greenock bore him away towards the new western world. A stormy voyage of thirty-one days brought the ship to New York. Friends and relatives of the Jamieson brothers had already found homes in the then very young state of Wisconsin. That western frontier country was also their destination. A steamboat took them up the Hudson river to Albany, where they entered upon their journey by boat through the Erie canal to Buffalo. At Buffalo they embarked on the "Queen City," then making her first regular trip up the lakes, four days later arriving in Milwaukee. Two farmers who had brought wheat to the city carried the travelers toward Whitewater, in which vicinity their uncle then lived. Two days then brought them to Whitewater. In a short time Hugh Jamieson hired out to a farmer in the neighborhood. It was a lonesome contrast between the busy city of Glasgow and

the lonely cornfield in which he began his Wisconsin career. His work for Mr. Slocum lasted three months, chiefly in the heavy harvest season, when cradles and scythes were the only implements, and his wages for that time was thirty-four dollars. However, owing to the scarcity of ready money, and the difficulty for transportation of product, these wages were delayed a long time, and in various parts of his early narrative Mr. Jamieson proved the difficulties which beset all the early settlers in Wisconsin who had little or no money themselves, and were only at long intervals to get a meagre supply by taking their products over the rough roads to the lake ports. The next winter, buying some oxen, he got out logs for a sawmill.

During the spring of 1849 Mr. Jamieson's two sisters and their husbands arrived at Whitewater. Mr. Jamieson and his brother-in-law, Robert Wilson, then started north to hunt some land for the latter. James Paton, whom they had known in Scotland, was then living in the town of De Korra in Columbia County, and him they determined to visit.

ARRIVES AT SITE OF POYNETTE

This brings the narrative within the scope of Columbia county, and hence forward direct quotations wherever practicable will continue the story of this pioneer. "Our journey was made on foot, and some time in the fore part of July we reached Mr. Paton's on the second day about noon, having traveled sixty miles in a day and a half. Here we found Mr. Hugh Sloan, who with Mr. Paton showed us what land they knew of that was for sale in their vicinity. The northeast quarter of section thirty-four, township eleven, range nine, where a part of the village of Poynette now stands, was at that time unoccupied. It belonged, however, to the heirs of Alexander Seymour Hoey." After a considerable delay they effected the purchase of this one hundred and sixty acres at a price of three hundred and twenty dollars, being two dollars an acre, and then returned to Whitewater, where Hugh Jamieson completed his harvesting. By the sale of his grain, after it was taken to Milwaukee, he had about one hundred and sixty dollars in capital, enough to buy a good team of horses at that time. To buy horses he and a companion went across country to Chicago and took a boat to New Buffalo, and thence to Laporte, in Indiana. There he secured a team for one hundred and fifty dollars. His intention was to engage in teaming, hauling grain to lake ports, returning with merchandise for the local merchants, and also giving transportation service to immigrants and their families moving into Wisconsin. In the course of the

winter of 1849-50 Mr. Jamieson made several trips to Portage, where he loaded with lumber, then cheap, and hauled it back to the neighborhood of Whitewater.

PRICES AND TAXES IN THE '40s

"Pork was also cheap in those days. I have bought it as low as \$2.50 per hundred pounds in the carcass, sometimes I found wheat to haul from Dekorra or near there. The price paid for hauling wheat from Dekorra to Milwaukee at that time was from thirty to thirty-five cents per bushel, and when wheat brought eighty to eighty-five cents per bushel in Milwaukee, so that it netted the farmers and merchants who sent it fifty cents per bushel, they were generally well satisfied. This price, however, was seldom attained unless the wheat was a very choice article. I have hauled wheat from the vicinity of Whitewater to Milwaukee, and sold it for forty-eight cents per bushel about that time, but it was not a number one article, and after paying twenty cents for hauling, the farmer had but little left. Still such prices were not at all uncommon in those days. At this time taxes were very light, however, which was some help to the farmer. The first tax I paid in Columbia County was for the year 1848. This year's taxes should have been paid by the party from whom I purchased the land, as I made the purchase in 1849, but it had not been paid by them, and I found when I came to pay my taxes for the year following that the taxes on my eighty acres which was the east half of the northeast quarter of section thirty-four, township eleven, range nine, was two dollars and thirty cents for the year 1848, and two dollars and seventy-four cents for the year following."

TEAMING OVER SOUTHERN WISCONSIN

The experiences of Mr. Jamieson while teaming over all this southern Wisconsin country were marked by many interesting incidents, but only brief quotations can be made. The following throws some light on the early conditions of society along the well traveled highways and especially concerning the discussions and social habits which marked the old-time houses of entertainment. "The bar-room of a country hotel in those days was rather an interesting place, and on most public thoroughfares and roads leading to the principal market was in the evenings generally crowded with men from nearly all parts of both Europe and America, and many a good joke was played upon the innocent and unsuspecting stranger if he happened to venture any remark whereby it could be inferred that he thought he knew a little more than those

around him. The eastern man, as he was termed, was very apt to fall into this error, for in his opinion, the habits, manners and customs of the western people were borrowed from the East, which to a certain extent were perfectly correct, and while the western man was perhaps willing to admit this, he could not admit that those who had first left the eastern states and came West were in any way inferior to those who remained behind him, or followed him a few years after. In the bar-rooms everything was discussed, politics, religion and agriculture being the leading topics; no question whatever of any importance could arise, however, but what was thoroughly ventilated and keenly criticised. I have heard some very able arguments made in those bar-rooms, and although perhaps in some instances, they were not of a very refined character, in general there was something to be learned and many good points were made during their continuance."

THE RAILROADS

That was an era when considerable railroad building was being done in Wisconsin and throughout the United States, but many more roads were built on paper than on the ground. Mr. Jamieson's narrative throws much light on the attitude of the people towards railroads, but the following brief quotation is all that can be taken from the half dozen pages or more which he devoted to the subject. "In the early days of railroading in Wisconsin, a great many people were quite confident that railroads would prove a great drawback to the country. It was claimed that the market for coarse grains would be totally destroyed, and that after they were completed both man and beast would be left without anything to do. And to see the enormous amount of traffic in marketing grain, which was then all done by horses and oxen (the latter being very extensively used in hauling lead from the lead mines in the southwestern part of the state to Milwaukee), it did seem as though their fears were likely to be realized. Notwithstanding those sayings and the fears of many, railroads continued to be built, and who at that time dreamt of the magnitude these railroads were destined in a few short years to assume, and which undoubtedly far exceeded the most sanguine expectations of their most earnest advocates. At a time when the carrying trade of the country was all done by horses and oxen, it would seem as though accidents resulting in loss of life should be almost entirely unknown; such, however, was not the case. Many a very serious accident occurred and quite a number resulted fatally."

COMMENCES TO IMPROVE LAND IN 1850

Mr. Jamieson's regular work as a teamster continued until the winter of 1850-51. Up to that time he had done nothing of any conse-

quence for the improvement of his land in Columbia County. "I now determined to make some improvements and prepare a home, so it might be ready in case I should come to require one. I accordingly disposed of this team and purchased a younger one, and a yoke of oxen, and with axe, beetle, and wedges proceeded cutting timber and splitting rails for fencing purposes, with as much energy or vim as the veritable old Abe himself or any other rail-splitter probably ever possessed. It was hard work, however, and I soon found that out, but there was no help for it. The work must be done or the land would remain as it had done for centuries, perhaps, very beautiful indeed, but yielding nothing toward the payment of taxes or affording support for its owner. . . . During the latter part of the winter, I succeeded in preparing quite a number of rails and had them hauled onto the ground ready for making fence when I should require it. In the spring I had some ten acres prepared for breaking up, and in the latter part of May and first of June, I got about six acres broke or ploughed, and planted some of it to sod corn. This was in the spring and summer of 1851.

PRAIRIE FIRES

"Early in the spring of this year I witnessed some of the largest prairie fires I had ever seen. The greater portion of the prairie, south of where I lived (and which, if I remember right, was at that time known as the town of Kossuth) was burned over and as there was no stock kept on this prairie at this time and the land being very rich, the grass grew very rank and heavy, and when dry in the spring, it required but the touch of a lighted match, or in some instances the burning ashes from a smoker's pipe to ignite it. Sometimes fires were set purposely, that the young fresh grass might spring up earlier than it would if the old dry grass was left to cover the ground and prevent it from thawing out as the old grass would do if not burned off. When these fires were set purposely, it was generally done by some of the few people who at that time lived along the margin of the prairie or in the timber near it, so that what few cattle they did have might find green feed as early in the spring as possible. And in many cases fires were set where people intended breaking up the land, for the purpose of getting rid of the grass, which if not burned was quite a serious impediment to the plough. And in fact, scarcely any land at that time on that prairie could be broken up without first burning it over. When I first traveled over that prairie, there was some where about ten miles without the sign of a human habitation. Soon, however, a house was built by Mr. L. S. Pratt, about a mile out on the prairie, when the distance was

then only between eight and nine miles from his house to the next house south of him on the same road, and it was several years after before any one ventured to erect a habitation between. It was a tiresome, dreary journey, when performed on foot, to travel over this prairie in those days. Not even a drop of water was to be found except at a small pond, called the goose pond, near the center or about half the distance across, and as this water was surface or seep water, it was unfit to use only by cattle or horses. A fire on this prairie, however, at that time was one of the most magnificent sights I ever witnessed. I remember crossing it one time after nightfall when a terrible fire was burning on both sides of the road. The fire seemed to have been set by some one or more persons and was perhaps upwards of a mile in length. It had been carried east and west, while the road ran north and south. The night was calm and still, and the fire burned each way from where it seemed to have been set. When I reached it, it had burned so that the two lines of fire and smoke were from ten to fifteen rods apart, and on a straight and continuous line for a considerable distance. Such fires however, were quite dangerous, and sometimes very injurious, both to those by whom they were set and others who happened to live near them, when they happened to get beyond their control, which frequently occurred. Sometimes if the wind began to blow a little, these fires would bound over the ground at a furious rate, and would sweep everything that stood in their way, houses, stacks of hay and grain, and even live stock were often consumed by them. The only safe way to save property was to plow a few furrows some distance apart around it, and burn the dry grass between. If this could be done before the fire reached the property it could most generally be saved. In all new countries, however, a vast amount of fencing and other property is destroyed by such fires, and it seems impossible to prevent it.

BREAKING UP THE LAND

“The manner of breaking up the land, or ploughing it for the first time, was to me both unexpected and interesting. I had seen a great deal of ploughing done in Scotland, where it is done in the most scientific manner, but to tell a Scotch plowman that in breaking up the land for the first time a furrow some four to six inches deep and from sixteen to twenty-four inches in width is turned, according to the size of the plow, he would be very apt to say that it could not be done; and if told that in turning such furrows brushwood, and young trees, whose roots were in some instances four to five inches in thickness, were cut by the plow as clean as if it had been done with an ax, and rolled over with the furrow, he would be inclined to regard the person who made

such a statement as insane, and would not hesitate, perhaps, in telling him so. Such, however, is nevertheless the case. I have often seen land broken up where the brush was so heavy and thick that it was with considerable difficulty that the oxen could be got through it, and the cutting of such roots was of quite frequent occurrence. Horses could not have performed this work where the brush was so thick, and were never used in doing it. From four to six yoke, or pair of oxen was the team usually used. Horses were used on the prairies for breaking up land when there was no timber or brush in the way.

PIONEER PLOW FOR HEAVY WORK

The plow used for such heavy work was of very singular construction. The beam being a hewn log of wood, from eight to twelve feet long, some six inches in thickness and from five inches to a foot in width, being widest where the greatest amount of strength was required. The handles were also of wood, resembling other plow handles, but proportionately strong with the beam. The landside was iron, which was sometimes covered with a thin steel plate and was from half an inch to an inch in thickness, and from four to five feet long. The shear, or lay, was of steel and about a fourth of an inch thick, and from six to nine inches wide, and from three to four feet long. The mould board was also of steel, of about a fourth to three-eighth inches thick, and from eight to ten or twelve inches wide, and always some longer than the shear or landside, and rolled sufficiently to turn the furrow. Scotchmen in coming to this country frequently brought plows with them, but at that time we had a breed of swine or hog steer that far surpassed their most recently invented plows for breaking up the land among the brush. They soon found this out, and the plow which they had brought with them at so much cost, and which they regarded as a perfect beauty, and a model of ingenuity and art combined, was thrown aside as utterly worthless and regarded only as a relic of the past. At this time it was not at all uncommon to see a few deer scampering along near where the plow was running and wily prairie wolves and sly fox would also at times make their appearance.

“The farmer met with but very poor encouragement, however, in those days, as it was almost impossible to dispose of any farm produce except at lake ports, and even there prices were very low. In the settlement of a new country, many a difficulty has to be overcome, and obstacles surmounted, and it requires a brave heart and considerable determination at times to successfully battle with the troubles and trials that come in the way. A pair of oxen and a plow or two must be had

before anything can be done on a new place, and as grain is not generally very plenty and the fodder being made from the coarse wild grasses that grow on the marshes and prairies, which undoubtedly fill them up, but does not impart much strength to them so that when warm weather approaches and the crops have to be put in they are not generally in very good condition to perform the labor required of them. And I have often seen it necessary, before a very small spring's work was done, to assist the poor brutes at times to get up. The grain, however, as a rule had to be got in whether the oxen lived through it or not. But few of them seemed to die, and when the spring's work was over and the cattle allowed to run at large, it was almost amazing to see how soon they would become fat and sleek, and in their appearance so much changed that a person could scarcely believe them to be the same animals that they had seen a couple of months before."

FIRST LAND ENTERED IN THE COUNTY

During the summer of 1851 Mr. Jamieson boarded with an old widow named Mrs. Ensminger, who kept a hotel near what was known as the "Old Rowan Stand." This hotel subsequently becomes an important feature in the career of Mr. Jamieson. "About the time, or soon after, I purchased my land in 1849, an elderly gentleman by the name of Samuel B. Thomas purchased the forty acres adjoining me on the south (October 9, 1849), and in the fall of the same year came there to live. The land bought by Mr. Thomas at this time was the same land Mr. Wallace Rowan entered at the Green Bay Land Office on the sixth day of June, in the year 1836, and is described as the northeast quarter of the southeast quarter of section thirty-four, township eleven north, of range nine east, in what is known as the town of Dekorra, and was the first land entered in Columbia County. It was at that time, however, Brown County, in Michigan territory, afterwards Brown County, Wisconsin territory, subsequently Portage County, Wisconsin territory, then Columbia County, Wisconsin territory, finally Columbia County, state of Wisconsin. The house which Mr. Thomas occupied when he came there to live was a double log house that had been built by Mr. Rowan, and which was used by him as a trading point with the Indians, and as a hotel for the accommodation of travelers. Mr. Thomas occupied this house nearly a year while engaged in the construction of a more commodious frame building, which he moved into in 1850.

GETS CURIOUS ABOUT MISS THOMAS

During the first year I saw but little of Mr. Thomas. I was told by the neighbors, however, that he had a marriageable daughter, and those

who knew her seemed to speak well of her. At first I gave but little heed to what was told me in regard to her, but my desire to see her gained strength as the neighbors would talk to me about her, and tell me how she stood in their estimation. I was seldom there, however, my business calling me away a good share of the time. And Lucy, for this was her name, was also absent most of the time, being engaged in teaching school, some two or three miles distant, and although we had seen and heard of each other quite considerable perhaps, no formal acquaintance occurred until the winter of 1850-51. After that time, however, we were often together, and enjoyed each other's company, and as I was then engaged in opening up my farm, I was seldom away from home, and although she was teaching the same school she had taught the summer before, the distance between us was not so great but that we often saw each other, and as I was always on good terms with the old landlady, Mrs. Ensminger, with whom I boarded, and had the liberty at any time of using her old pet mare and buggy, I occasionally carried Lucy to her school on Monday morning. As time wore on the attachment between us seemed to strengthen, and the state of each other's feeling began to be pretty well understood, although no word had been uttered by either, by which any inference could be made as to just how we stood in each other's esteem. Interest and affection, however, continued to twine a cord between us that was gradually strengthening and drawing us nearer to each other, until at last a declaration of love was made, coupled by an offer of marriage which was accepted. In due time the day which was to unite us was agreed upon, and was the ninth day of November in the year of our Lord, 1851. Upon that Sabbath morning, I hitched the old lady's mare onto the buggy, and with a young man of my acquaintance, started for the residence of Mr. William Curtis, some five miles distant, who was then a justice of the peace in the town of Lowville. My object in going there at that time was to ascertain if he was at home, and to inform him of my intentions to be at his house the same evening with a young lady to be united in the holy bonds of wedlock.

MARRIED BY SQUIRE CURTIS

Mr. Curtis gave me to understand that he would be on hand, and when I made my appearance at his residence in the evening, accompanied by her to whom I was about to be united, the squire was ready to receive us. There were a few young people there, who I presume had been given to understand in some way what was about to happen. After an hour or so spent in a sort of neighborly visit and friendly

chat, I suggested to the Squire the object of our coming there, and of which he was aware, to which he quietly responded. Yes, he knew what we were there for, and directing us to stand up and join hands, proceeded in a somewhat solemn manner to perform the marriage ceremony, which was not very lengthy, although perhaps just as effective as though it had taken an hour to pronounce it. In a short time we left the Squire's and returned home, and continued on in the same even tenor of our ways, as though nothing of a very serious nature had occurred.

Marriages in those days were quite a different thing to what they have become since then. Men did not marry silver spoons, tea sets and napkin rings. At that time they, as a rule, married women, and worked for such things afterwards, if they got them at all. Nor did the announcement of their marriage fill a column or two of the local county paper. Times were different then. Money was less plenty, and interest in each other's welfare with but little money to spend in visiting and jaunting around, kept people closer together.

THE THOMAS FAMILY

"Lucy Thomas, to whom I was married on November 9, 1851, was born at the village of Cambridge, in Crawford County, Pennsylvania, her parents having removed there from Hinsdale, Massachusetts, a few years before her birth. Samuel B. Thomas, her father, was born in Berkshire County, Massachusetts, on the tenth of June, 1797. Her grandfather, whose name was also Samuel B. Thomas was born in Worcester county, Massachusetts. Her great-grandfather on her father's side was from England; his wife, however, whose maiden name was Bartlett, and who was my wife's great-grandmother, was born in Berkshire county, Massachusetts. My wife's mother, whose maiden name was Samantha Jackson, was also born in Berkshire County, Massachusetts. Her grandfather, on her mother's side was by name Joshua Jackson. He was a Baptist minister. Her grandmother's maiden name was Abigail Whiting. She was born in Hartford, Connecticut, and was twice married. The name of her first husband was Dixon and he was a colonel in the Revolutionary army. After his death she married Mr. Jackson, and by her second marriage had only one child, my wife's mother.

"For a short time after our marriage we lived with the old people, my wife's parents. We only stayed there, however, until we could get things ready to go to housekeeping. The stove had to be got, and that had to come from Milwaukee. My brother-in-law, John Thomas, was

going there with a load of wheat, and was to bring the stove back with him. It was in the month of December, on Christmas day, however, before we got fairly ready to start out for ourselves, and as the old people had moved into their new house some time before, the old log house that had sheltered so many before us, and which has before been referred to as having been built by Mr. Rowan, was ready to receive us. Although, at the time of our taking possession the south half of it was occupied by a Mr. Hubbard, a blacksmith, who moved out of it in the spring.

UNION SCHOOL AND CHURCH

It was then used for the purpose of keeping school, and teaching the young ideas how to shoot. The teacher who presided over these somewhat unruly gatherings, was a Miss Roxelana Ackerman, a small, trim, slim, little creature . . . Roxa, as we called her, taught a good school however, and gave very general satisfaction. There were no churches near us in those days, and the school house was generally used for all public meetings and the gatherings of every description. And as the south half of this old log cabin was being used for school purposes at this time, what religious meetings we did have were as a matter of course also held there. Some times a Baptist minister by the name of Cornell would come and preach to us, and sometimes when he was expected he would fail to put in an appearance. On such occasions when the elder failed to meet with us, my father-in-law, Mr. Thomas, would read a sermon, or a chapter or two from the Bible, some one present perhaps would offer up a prayer, and some hymns were generally sung, after which the few who had gathered there for holy purposes would disperse and return to their homes.

“At that time, even although the country was quite new, I could not help but think of the changes a few short years had made in the use this old log building had been put to. But a short time before these meetings were being held there, the old people who had built the house and whose home it was might have been seen quietly sitting and smoking their clay pipes by the door on a Sunday afternoon while the indolent redman would occasionally pass out and in to procure a little fire-water, beads, or calico, and whose squaw and papooses might be seen lying in groups around the trees and bushes that surrounded the old house, talking and tittering as guileless and happy perhaps, as those who had just left it. And there is no doubt but that the white children of Mr. and Mrs. Rowan were often joined in their sports and plays by the children of their dusky brothers.

ROWAN NOT FIRST SETTLER

"In the history of Columbia County, published in the year 1880 by the Western Historical Company, on page 371, a statement is made for which the Hon. M. M. Strong is responsible that Wallace Rowan was the first settler in the county of Columbia. I beg leave to differ with Mr. Strong, however, in this matter, as there is no doubt but that a man by the name of Hastings lived in the county sometime prior to the breaking out of the Black Hawk war. And there is no doubt but that he came there to live and engage in the same business as that afterwards followed by Mr. Rowan, viz., trading and trafficking with the Indians. He had selected for this purpose nearly the same piece of ground that Mr. Rowan afterwards located upon. He erected a house some two hundred yards north of the spot Rowan subsequently built on. He moved his family there and had children born in the house he built, and where he must have lived for some time. And but for the war which broke out during his stay there, known as the Black Hawk war, there is no knowing how long he might have remained. The stream on whose banks he had built was known by his name for a long time after he left it. As late as December 28, 1846, a deed made by James Eusminger and wife to Hubbard E. Johnson was recorded wherein a reservation is made of that part of the forty acres therein deeded, lying north of the Hastings creek. Just how long he had lived there before the breaking out of the Black Hawk war, I am unable to state, but that he came there to live, and that he had a permanent home there as much so as any of the earliest settlers usually have in new countries, there is no doubt. Neither do I know just what kind of a man he was. I have been given to understand, however, by those who did know him that he was apt to take advantage of the Indians at times, as many other traders used to do in those early days. And it is said by some that it was as much in consequence of some unjust treatment which they received at his hands that he was compelled to leave his home as the condition of affairs which then existed between the Indians and the whites. Perhaps both circumstances had something to do with his abrupt departure. Any unjust treatment that they might have received at his hands, however, could have been arranged, as had undoubtedly been done before, had it not been for the recent rising and warlike preparations that had for some time been going on amongst the followers of the noted chief and warrior, Black Hawk. No doubt but that his log building was quite a substantial structure and large enough to accommodate the wants of quite a numerous family. As hostilities were about to commence in the vicinity of Fort Winnebago,

the family of Mr. Hastings was notified by a friendly squaw that their longer stay there was coupled with danger and that they had better quietly depart. And some time during the night after this friendly warning had been given, they quietly stole away, and before sunrise of the following morning had reached the fort before alluded to and secured protection. The events which followed proved that the warning had been given none too soon. For the same night upon which they left their home, it was laid in ashes, and I myself have seen some of the coal and pieces of charred logs, that lay there partially covered up, many years after the burning. I have frequently seen one of the members of this family, that was born in this house. Some of them also for many years lived at Wyota in this state, and I am almost certain that some members of the family still live there. From what information I have been able to secure, I am quite confident that Mr. Hastings must have reached this place and built there as early as the year 1830, if not before. Those early settlers could not have been attracted to this spot by the superior quality of the soil, for within a few hundred rods from where they built, the land is far superior in quality, and much better calculated for farming purposes. Their buildings, however, were located, one on the north bank, that of Hastings, and that of Rowan's on the south bank of as fine a spring brook, with as pure, clear water as I ever saw, and the brook near where the building stood was crossed by the old Military road leading from Fort Crawford on the Mississippi to Fort Howard on Green Bay, so that there is no doubt but that these selections were made principally with a view to trading with the Indians.

PURCHASES A HOTEL.

"We lived in this old log cabin during the winter of 1851 and 1852, and until the month of August of the latter year. During this time I succeeded in extending my improvements and increasing my prospects of living in the future. I also purchased the hotel property of Mrs. Ensminger, for which I agreed to pay her the sum of one thousand dollars, but did not pay her one dollar down on making the purchase. I gave her, however, a mortgage for the full amount on the real property I bought from her, and on the land I owned besides. This property consisted of five and three-fourth acres of land lying on the north side of the creek formerly called the Hastings creek, and was the piece before referred to as having been reserved by Mr. and Mrs. Ensminger in deeding the balance of the forty acres to Mr. H. E. Johnson, and was a part of the same forty acres that was entered by Wallis Rowan on the sixth day of June, 1836. There was also the house, barn and other

improvements besides nearly all of the furniture, some little stock, hay, etc. The buildings were supposed to be on this land, but before making the purchase, I had discovered that they stood upon the land I already owned, having been placed there by mistake in not knowing just where the lines ran when they were built. There was no advantage taken of Mrs. Ensuinger, however, on this account, for she was in time paid every dollar with full interest, that was agreed upon.

"A thousand dollars was quite a large debt for a man of my means to contract in those days, and many of my intimate friends, regarded the venture as very unsafe on my part. In fact, quite a number expressed the opinion that it would be likely to ruin me; that I would not only lose the hotel property, but the land also that I owned before buying it. I had boarded there, however, some eight months, and saw while there what business had been done and felt satisfied that in making the venture, I ran no risk and was likely to profit by it in the end. Besides this I had to have some buildings on my farm, and those stood just where I wanted them. And as a country hotel had been my principal home for upwards of two years while I was engaged in teaming, I had formed a tolerable fair idea as to how they should be run, and what the wants of the traveling public were, and my wife and myself were both young and healthy, and able and willing to work, which as a rule insures success.

"In the year 1851 some rather important events occurred, with which I was either immediately or in some way afterwards connected. During that year I split my first rail to make the first fence on the first land I had ever been possessed of. I plowed the first furrow and planted the first seed on my own land. I wooed and won the girl I loved, and to whom I was married, as before mentioned, and in the same year our first housekeeping was begun.

FIRST VILLAGE PLAT OF POYNETTE

"The first village plat of Poynette was made this year by Samuel B. Pinney, who had bought the land from my father-in-law, Samuel Thomas a short time before, and who had also kept store in the old log house sometime prior to making the purchase. The land purchased by him and platted was a part of the northeast quarter of the southeast quarter of section thirty-four township eleven north, range nine east. Shortly after platting, however, he transferred it to my brother-in-law, John Thomas, who at that time was active as postmaster in the place. We had no postal route established to here then, and our office was only a side office and our mail being left at the Lowville postoffice

some five miles distant, was gone after twice a week. This duty was performed by some one of Mr. Thomas' family for several years, and was a great convenience to those living near the place at that time. We succeeded however, in getting a postal route established about this time to run this way from Madison to Portage, and old Mr. Thomas McCleery, who for several years ran the stage through here, supplied our office three times each way weekly, which was a great improvement and much appreciated by the few who then lived around here.

"A village had been before laid out on lands adjoining the land at this time platted by Mr. Pinney, by Mr. J. D. Doty, who entered one hundred and twenty acres of land on the southeast quarter of section thirty-four, township eleven north, range nine east, on the eighth day of February, 1837. And the plat of the village laid by him was recorded on the fifteenth day of March, in the same year. The name he gave to the village was Pauquette. This plat was subsequently vacated. A short time before Pinney's plat was made, application had been made by petition to the postoffice department through Mr. Doty, who was then in Congress to have a postal route established from the city of Madison to the city of Portage, running through this place, and also to have our postoffice established as a regular postoffice on this route. The petitioners stated in their petition that they desired the name given to the office to be Pauquette, the same as that given by him to the village he had laid out. By some clerical error, however, the name given the office was Poynette and no effort was ever made to change it. And when Pinney had his plat made, the name given to the village was the same as that given to the postoffice.

"At this time there was around here only the old Rowan log house, the frame house just built by Mr. Thomas and another also just built, by Mr. H. E. Johnson, besides the hotel and outbuildings connected with it, and it was several years after this before any others were built.

SCHOOL DISTRICT OF 1852

"In 1852, a school district was formed from territory in the towns of Arlington and De Korra, and included the territory upon which Poynette was platted. The district was called Joint School District No. 4 of Arlington and De Korra, and in this district in the same year, a new school house was built some eighty rods south of where the village now stands. It was a frame structure eighteen feet wide and twenty-eight feet long, and one story high. Although small it was regarded as quite a house in those days, and for many years it served the purpose that country school houses were generally calculated to

serve. Many an able sermon was preached within its walls. And political discussions were of no unfrequent occurrence there. Debating clubs held their meetings here also, and it was used for town meetings and election purposes, and for nearly all meetings of a public character. Neither was it at all uncommon for the weary traveler to treat himself to a night's shelter under its roof. In fact, the country school house in the early settlement of a new country is one of the most useful institutions imaginable.

"Up to this time I had given no heed to politics, and although I had often heard some very hot discussions in the bar-rooms and other public places, I had paid but little attention to the arguments advanced, and cared but little which party succeeded in the fight for power. At the approaching election, however, there was to be a president elected, and I was urged by men of both parties to declare my intentions of becoming a citizen, that I might be qualified to vote, and henceforth share the blessings guaranteed by the government to all American citizens. As I had no other intention than to remain in the United States, I concluded that it might be well enough to take up with their advice. And on the twenty-fifth day of August, 1852, I presented myself at the clerk of the courts' office, in Fort Winnebago for the purpose before stated." (Here follows a copy of his declaration of intention to become a citizen of the United States, the first step toward naturalization.

AN IMPORTANT YEAR

"I also determined to pay some little attention to politics in the future, so that I might, as I supposed, be enabled to vote and act understandingly. And as the approaching presidential election called out some very able and efficient speakers, I had a fair opportunity of deciding upon the candidates then in the field. Columbia County also had some leading lights in those days who thoroughly understood the entire fabric or system of the American government and were able to tell just what would save and what would ruin the country. As I had heard both sides of the political question, thoroughly discussed and had become favorably impressed with the sayings of some of our leaders in Columbia County, I concluded to cast my first or maiden vote at the coming election for Franklin Pierce, for President of the United States, who proved to be the successful candidate.

"On the 27th day of August of this year, I took possession of the hotel property before alluded to and before six months had passed, we became satisfied that by continuing in the same course we would not only soon be able to pay off our indebtedness but would probably be

able to either extend our possessions, or lay up something for a rainy day. On the first day of September of this year (1852), and soon after taking possession of the hotel, our first child was born, and being a boy I of course felt as a father is apt to feel over his first born, and as I had determined to cast my first vote for Franklin Pierce for President, I also concluded that my child bear his name. I had too much reverence and respect for my father's memory, however, not to recognize the almost universal practice or custom in Scotland of naming the oldest child, if a boy, for his grandfather on his father's side, and if a girl, for her grandmother on her mother's side; and consequently gave him my father's name also. He was therefore named Hugh Pierce. This year, as will be seen, was also a very important one in my history, and besides the events named I might also say that the purchase of the hotel property was the means of giving me my first start in the accumulation of what little property I have since become possessed."

The narrative of Hugh Jamieson in the manuscript is divided into two parts. The first comprises one hundred and eighty-three pages, his life through his boyhood in Scotland and through the early events just described in Wisconsin. Its writing had occupied his leisure intervals throughout one entire winter, and the second volume, as it might be called, was probably written in the next winter. The title of part two is "Days of my Manhood," and begins with the autumn of 1852, when Hugh Jamieson was the head of a family and the proprietor of the inn in what is now the village of Poynette.

WHY THE HOTEL PAID WELL

"Up to this time but little produce had been raised north of the city of Portage, and the bulk of provisions and merchandise used by people living in the pineries was carried by wagon from the southern part of Wisconsin and northern part of Illinois, a great deal of which came from Galena in the last named state. And many of the heaviest firms in Grand Rapids, Stevens Point, Wausau, and other prominent lumbering points in the pineries of Wisconsin, had their supplies brought from the places before named, in those days. The cost of transportation must have been considerable, as the distance the goods were carried would run from one hundred and fifty to two hundred and fifty miles, and the roads at that time were not very good. In the winter season immense quantities of corn, grain, meal, etc., was carried into the pineries by farmers, who generally loaded back with lumber, shingles, and such goods as they required at home, and which they could secure in exchange for the produce they had carried into the woods. Quite a

number of live stock was driven to the pineries at that time, consisting principally of hogs and cattle. In fact, the pinery market, as it was generally termed then, was the best market which the farmers of southern Wisconsin and northern Illinois had. And although considerable of the carrying was also done in the summer season, the bulk of it was done during the winter, when sleighing was good on the roads, hard frozen. The lumber then manufactured in the pineries was run down the Wisconsin River during the summer season, into the Mississippi, and generally sold at points along the Mississippi River, or run to St. Louis and then sold. The men engaged in the performance of this labor in those days, had either to make their way back on foot or by stage, except in some instances when a number would club together and hire a private conveyance. At this time also there was a considerable immigration to the north and northwestern part of the state, and from the trades and traffic before mentioned, and because of the continuous travel back and forth, hotels were much needed and generally well patronized, especially at convenient and well appointed stopping places. And although there was much that might be regarded as rather agreeable connected with keeping hotels in those days, it also had its drawbacks. The country hotelkeeper came in contact with men of all grades and professions, and from nearly every country on the habitable globe. And although this afforded him an opportunity of studying human nature, it also brought him in contact at times with men of a rather disagreeable and somewhat querulous disposition. In most cases also the buildings were too small to accommodate the wants of the traveling public. The increase in travel had been so rapid and in some places unexpected, that buildings had not kept pace with the demand and wants of the people, and it was no uncommon occurrence to lodge from six to ten on the barroom floor and sometimes double that number or more among the hay in the loft of the barn. This condition of affairs was well understood, however, and in general quite cheerfully accepted by those who were last to arrive. The condition of affairs, however, had greatly improved in my days of hotel keeping to what they had been some eight or ten years before, at which time it was no uncommon occurrence for a member of Congress, perhaps, to occupy one corner of the floor, while a governor of the state snored in another with two or three raftsmen and other travelers lying between. And although I never witnessed just such a scene as this in my own house, I have known them to be mixed up in as promiscuous a manner in beds in the same room, and I doubt not but that some may still be alive who can remember enjoying as good a night's rest on the floor of a country bar-room in some of the western states as they ever did on the beds furnished them

at Willard Hotel in Washington, or the Fifth Avenue Hotel in New York. Preachers of the Gospel also in those days were quite frequent callers at the country hotels.

"During the year 1853, business was good and my crops also were heavy, and by the end of this year, I was not only prepared to make a good round payment on the property I had bought," but he also bought other land and began thereafter using his credit quite extensively for the purchase and trading in lands in Columbia County. "The winter of 1853 and 1854 was a very cold winter, or rather, we had some very cold snaps, as they were termed. The cold weather did not check business, however, that winter, as the roads might almost have been said to have been continuously lined with teams, hauling supplies to and lumber from the pineries. During the early part of the year, 1854, fortune seemed to smile upon us, business was good, and money flowed in freely. On the first day of April of the same year, our second child was born, another boy, which we named Samuel Andrew. We little dreamed, however, what was in store for us, for before the end of the year we met with the saddest bereavement we had ever been called upon to meet, in the death of this same little child which occurred on the fourteenth day of December, when he was only eight months and fourteen days old."

BUYS MORE LAND

January 4, 1855, Mr. Jamieson bought from Walter Irving near Mukwonago, two hundred acres in section twenty-seven of township eleven, range nine, paying fifteen hundred dollars, one thousand dollars in cash. This land joined the land he had previously bought from the executors of the Hoey estate. "I had also been able to make a second payment on my hotel property, and was satisfied that I could easily meet all demands as fast as they came due, as I had increased my live stock considerably, and already had enough, which if sold, would bring an amount sufficient to pay all my indebtedness. I did not relax my efforts, however, to accumulate, but on the contrary, it seemed that I was more determined than ever to secure enough, not only to pay off my indebtedness, but to improve my land as well. Business was good, the railroad had reached Madison, and immense quantities of goods were being carried from there to Portage and other points north, and the hotels on the road were nearly all doing a large business. I was very favorably situated to get a good share of it, being just one day's drive, or about twenty-six miles from Madison, and about half that distance from Portage. Many made it a point to drive from Madison to my

place one day and the next day to go to Portage and return again that night. The goods and merchandise at this time were carried from Madison to Portage and the points north, until the railroads reached that place, then carried direct from Milwaukee, and by a route that did not lead by the hotel kept by me. Consequently when the railroad reached Madison, this vast amount of business was just so much added to that we had heretofore done, and a man keeping hotel under such circumstances at that time on this road, must have been extravagant indeed or wanting in some other point if he failed to make money. . . . My business, however, had not only greatly increased, but was also paying me well. The only difficulty I had to contend with was in the want of room. My buildings were altogether too small, and I was quite frequently compelled to send travelers on to other stopping places, while many took up with fare that was neither agreeable to them or pleasant to me, such as sleeping on the floor or in the barn loft, tying their horses by a straw stack or in an old log shed, etc. and as this condition of affairs seemed likely to continue, I began to think of increasing my means of accommodation by adding to the buildings I already had, or by erecting new ones that would be large enough to accommodate the wants of the traveling public. About this time, however, a circumstance occurred that materially interfered with my calculations, and for some time put an end to my carrying out the contemplated improvements."

RAILROAD FROM MADISON TO PORTAGE

In March, 1855, while working day and night to accommodate crowds of travellers, Mr. Jamieson was stricken with an inflammation of the eyes, which kept him in a darkened room five or six weeks. "Although they did not get well, and prevented me from going on with the contemplated improvements, our prospects for a railroad between Madison and Portage had also become somewhat flattering, and if this road should be built, I knew I would have to change the location of my buildings. During the autumn of this year I determined to make some preparation toward building, and selecting a site which I thought would be suitable in case the contemplated railroad from Madison to Portage was built, proceeded to get some stone hauled onto the ground with a view to getting a good start the following spring.

"During the past two seasons, I had considerably increased the improvements on my farm by breaking up and fencing, so that I had upwards of fifty acres under the plow in the fall of 1855, all of which was well fenced. Our third child, another boy, was also born on the

seventeenth day of October of this same year, and whom we named William Wallace. My crops too were good and brought a good price, and aside from my eyes, which were not gaining much, everything was going well with us."

The building of his house progressed slowly, and in the meantime the two children were stricken with smallpox, but recovered and the condition of his eyes continued to improve a little. Finally he determined to go abroad and consult a specialist in Glasgow, setting out with his family in October, 1856. However interesting his descriptions of the scenes and events connected with his return to the land he had left some nine years before, they must be omitted from this chapter. He arrived in Wisconsin from Scotland in May, 1857, and the journal will again be quoted for pertinent material concerning the advancement of Poynette and the county.

A BOOM FOR POYNETTE

On his return to Wisconsin, "A large force was at work on the railroad that was to run through our place from Madison to Portage. Mr. D. C. Jackson, the contractor, had built a store and opened up with a fine stock of goods. Mr. Cave, who some year or two before had moved into the place, had built one the summer before which was filled and run by a Mr. Dunning, who had for a short time been engaged in the business some two or three miles south on the prairie. Mr. A. P. Smith wanted to purchase my hotel property upon which to erect a grist mill, and in fact everything seemed booming, and amidst all this boom and prosperity I would often hear men talk of the corruption of the members of the legislature.

COMPLETES NEW AND LARGER HOTEL

"The railroad, however, was just what we needed, and as it appeared that we were in a fair way to get it, I did not propose to grumble at the means that had been used by the railroad company to secure the land granted for the purpose of aiding in its construction. As business of all description was good, and times lively, my friends advised me to complete my new hotel building as soon as possible. And as this could be done much quicker by erecting a frame building than to wait and build with stone, I finally concluded to put a two-story substantial frame structure on to the stone basement I had built the preceding summer. . . . I moved into it on the tenth day of February, 1858. Some time previous to this I had sold my old hotel property to Mr. Augustus P. Smith for one thousand dollars, being the same amount I

had paid for it, and on my leaving it he took possession and immediately commenced the construction of what has since been known as the 'Poynette Lower Mill.' This name was given it in consequence of another mill being erected some two years after by a Mr. Fish from Canada, a little farther up the stream, which has since its erection been known as the Poynette Upper Mill.

RAILROAD WORK CEASES

"The year 1857, notwithstanding the auspicious opening of business in the spring, did not prove as favorable a year for business as the three years preceding it. The winter had been rather a severe one, and the spring was cold and backward. When we reached home, about the tenth of May, the fields were still red and the growing crops barely through the ground, nor was the harvest as abundant as some we had previously been blessed with. Prices too for all kinds of grain were lower than they had been and it was quite evident that the reaction in the times had set in. We were as little affected by this reaction, however, as any locality, perhaps, in the state. The work was progressing on the railroads, and considerable money was being paid out for help which circulated quite freely among the people in our midst. Towards winter, however, the work on the railroads ceased, and was never again resumed by the Milwaukee and LaCrosse Company, although nearly three-fourths of the entire line was graded by this company that season. In fact, it is doubtful if they ever really intended to complete the road. Their object was to get the land grant, and as that could only be done by building twenty continuous miles of the road, starting at Madison, they perhaps thought that by making a show of complying with the law, the governor would yield to their wishes and grant the requisite certificates, enabling them to become possessed of the land. The certificates were wisely withheld, however, and although the road had not been built the land granted for that purpose was still at the disposal of the state.

YET LOCAL IMPROVEMENTS PROGRESS

"The spring of 1858 opened up with less boom and bustle, but the improvements in our village which I have before mentioned, kept steadily on. The work on the grist mill was being pushed with all the characteristic energy and vim of the proprietor (Mr. Smith), and the store of D. C. Jackson was turning over a considerable quantity of goods under the superintendence of Mr. Rice, who had charge of Mr. Jack-

son's interest in the place at that time. I had moved into my new hotel building, and was doing a fair business. On the twenty-eight day of February of this year (1858), our fourth child, also a boy, whom we named Addison Jackson, was born. The reaction which had set in in the previous year still continued and business became more and more depressed, until the complaint of hard times became quite general. Mr. Smith had crowded his mill to completion and just got it fairly started when the dam went out. This was a severe blow to Mr. Smith as he had exhausted all his means in erecting his mill, and it was with difficulty he could procure the necessary labor to rebuild the dam. He was not a man to get discouraged over small matters, however, and he went to work with a will and determination to repair the damage, and finally succeeded.

"The railroad from Milwaukee to LaCrosse had reached Portage the previous year, and hotel business on the roads from Madison to Portage was seriously injured on that account. All the goods and merchandise of every description that had before been carried over these roads from Madison by teams was now carried to Portage and even beyond that point to Kilbourn City, and other northern points, which the railroad had reached. There was still, however, considerable travel, and hotels located at convenient points continued to do a fair business, although times were considerably depressed and very far from being what they had been in the Crimean war times, and our prospects which but a year before had been so bright and flourishing were much darkened. The impetus our village had received from the commencement of work on the railroad had also been checked, and a general prostration seemed to prevail in all departments and branches of business. We kept plodding along, however, and although we did not make money as fast as we had done when times were good, we were still making a little and put what we did make to as good a use as we possibly could.

ADMITTED TO CITIZENSHIP

"In the summer of 1859, I built a large and convenient barn, with a good stone basement, which I fitted up as a stable for horses, using the upper part for hay and grain. On the fourth day of October of this year, I made application to the Circuit Court of Columbia County to be admitted a citizen of the United States. (Here follows a copy of the document completing his naturalization.) It will be seen by the above dates that although I was admitted as a citizen of the United States in 1859, and my admission was duly recorded in the clerk of the court's office at that time, the above document did not issue from said

clerk's office until the year 1869, for the simple reason that I had not called for it.

PLATS JAMIESON'S ADDITION

"I also platted a piece of land on the southeast quarter of the northeast quarter of section thirty-four, township eleven, range nine, which was named Jamieson's Addition to the village of Poynette; and commenced selling lots for building purposes on the same. The first lot I sold was to Mr. W. Lefferts, who erected on it a small dwelling house where he lived for several years. It was afterwards owned and occupied by Mr. A. Padley, subsequently by Mr. W. Turner and latterly by Dr. L. A. Squire. The price I received for the lot was twenty-five dollars. The next lot I sold was to James Oleson, who also built on it, and after various changes and passing through a number of hands, is now owned by Charles Delaney and kept as a hotel which is called the American House. This lot I sold for thirty dollars. The next lot I disposed of by making a present of it to Ira S. Allen, on condition that he would build and occupy said building as a dry goods and grocery store, which he did for some time. In fact, I disposed of all my lots on Main Street, between my hotel property and the Mill Pond, for sums ranging from twenty to thirty-five dollars, except one that I kept for some time, thinking perhaps that some person might want it for a place for the transaction of some kind of business, and which I sold some time after the sales before mentioned to Robert Robertson for one hundred dollars, and is the lot that is now occupied by Mr. Edmister as a hardware store. The lots sold to Lefferts, Oleson and Allen were all built on before, or by the end of the year 1860, and all the other lots on the west side of the same street, except that afterwards sold to Mr. Robertson, were built on within a year or two after that date.

RIVALRY OF NORTH AND SOUTH SIDES

"Quite a few buildings had also been erected on the south side of the stream during the years 1858 and 1859. Mr. John Campbell, who came from Scotland with me, had built a blacksmith shop and was doing a good business. He, like most others of that time, thought the south side of the stream would keep ahead in building, and it certainly looked so just then. I offered Mr. Campbell the lot for nothing, which I afterward sold to Mr. Lefferts, and I also told him if he would build on it, he might go into my woods and take what timber he wanted toward the construction of any building he might see fit to erect. But

Mr. Campbell was perfectly satisfied in his own mind that the business part of the village at least would be on the south side, and there he determined to build. The south side of the stream did take the lead, and for a number of years kept it, but giving away lots, selling others cheap, and holding out other inducements, the north side kept moving slowly along, and although it did not for a number of years keep pace with the south side, quite a few buildings had been built there since the year 1856, the time when building might be said to have commenced, up to 1860, during which year the mill before mentioned as the Poynette Upper Mill was built, and several dwelling houses were also erected, principally, however, on the south side. Messrs. Brayton and Tomlinson, a short time before had purchased the northwest quarter of section thirty-five, township eleven, range nine, and had a considerable part of it platted, although the plat was not recorded for some years after the platting was done. Brayton & Tomlinson's addition being on the north side of the stream, and they also being anxious to sell lots and get people in to build, besides being reasonably liberal in their prices, we began to make quite a showing, although still behind the south side in point of numbers. On the eleventh day of December of this year, also our fifth child and first daughter was born. We named her Samantha Janet, for both of her grandmothers, Samantha, being the name of her grandmother on her mother's side, and Janet on the side of her father.

WAR TIMES IN THE COUNTY

"This year, 1860, is also memorable throughout the entire United States as that in which one of the most exciting presidential campaigns was conducted that ever occurred in its history. The people of Poynette were seemingly as deeply interested in the result as those in large cities, and took as lively an interest in getting up meetings and procuring speakers as though their political existence almost depended upon having their side properly presented. And when a meeting was held by one party, the other party had to get up one to match, or if possible to beat it. When the election was over and the result determined, the excitement seemed to die down for a time.

"It was only for a short time, however. For in the spring of 1861, when Fort Sumter was fired upon, the most terrible excitement prevailed that I had ever witnessed. It is impossible to describe the condition of public feeling on that occasion. For some considerable time it was positively unsafe for a man to suggest an idea, or offer an opinion, if it differed in any way, or suggested a different course from that

being pursued by the authorities at Washington. Blind submission seemed to be the rule, and this was almost impossible by those who had foreseen the probable result of a change in the administration as it most certainly was expected by the great majority of the people of the Northern states, that the change meant a direct blow at the institution of slavery, which at that time existed in the South. And although slavery had but few advocates in the Northern states, there was quite a difference of opinion as to the proper means to be used in getting rid of it. Quite a large and respectable party did not think it best to extend in blood and treasure the amount that would be necessary to abolish the institution by force, and would have preferred a different method, and the war of opinions and words was waged as bitterly and fiercely by those who remained at home as that waged by those at the front, actually engaged in lawful combat. It was a fearful time, and jealousies, animosities, and feelings of distrust and hatred grew out of this condition of affairs, that will probably take centuries to erase. And during the war, and ever since, life and property has been much more unsafe than it was before, and our social conditions suffered a shock, which it is doubtful if at the end of the present century will be entirely eradicated.

"In the midst of all this darkness and gloom, however, we occasionally met with spots of sunshine and humor. These humorous and amusing incidents occurred at a time when scenes and incidents of a very different and painful character were of almost daily occurrence. Around the postoffice in our little village the coming of the mails was watched with much interest by all classes of the community, and much eagerness and interest in the distribution of the mails was manifested by those who had friends and relatives in the army. It is impossible to describe the anxiety, and hopeful yet dreaded expression of the countenance of those who happened to receive a letter, upon opening it, and the scenes at times witnessed here, and not only here, but throughout the entire length and breadth of the United States, were painful in the extreme, and in many instances might almost be said to be heart-rending.

SECURING VOLUNTEERS FOR THE UNION

"At the spring election of this year (1861), I was chosen chairman of the board of supervisors of the town in which I lived, viz., De Korra. This was the first time I had been called upon to serve the people in what might be termed a political capacity, and as this office was the highest gift that could be conferred by the inhabitants of a town upon

one of their number, and as the chairman of the board of supervisors on each town in the county, at that time, as now, constituted the county board of supervisors, I felt highly honored, and determined to merit their esteem, if it were in my power to do so. There was many a disagreeable duty to perform, however, in connection with this office at that time, and among the most disagreeable of my duties, was securing volunteers to fill the quota of the town. During the continuance of the war, I had this duty to perform some three different times, and although in each instance I was successful, the disappointments, promises made by men and no sooner made than broken, and the low, mean actions of commission men, who would promise you men when they had not a man to furnish, and when they had, would keep you hanging around in suspense to see if they could find some town that would offer a little more than they had agreed to furnish them to you for; and the continuous feeling of—now you have them, and now you don't—made it one of the most disagreeable and perplexing duties I was ever called upon to perform. In addition to the men furnished in this manner by the town, which was not far from fifty, some two or three different drafts were made and several of our citizens were drafted. Very few of the drafted men, however, went into the army. Most of them furnished substitutes, which were generally obtained for from two hundred to four hundred dollars.

RAILROAD PROJECTS 1861-62

“For some considerable time prior to the meeting of the legislature of 1861, it had become well understood that the Milwaukee & LaCrosse Railway Company had abandoned the intention (if they ever indeed had any) of building the road from Madison to Portage. And the legislature of that year annulled and repealed so much of the land grant act of 1856 as related to the building of the road from Madison and from Columbus to Portage, and the rights and privileges that were conferred on the LaCrosse Company were given to the Sugar River Valley Railroad Company. And that portion of the land grant applicable to the lines mentioned was also conferred upon the last named company. Under this legislation quite a considerable work was done, and right of way secured between Madison and Portage, but jealousies and a supposed difference of interest sprang up between those living on that portion of the Sugar Valley Railroad, lying between Madison and the state line south, and those living in Madison, and north of said city. And the work was again suspended, and our hopes for the time being consequently blasted. During the year 1862 some considerable survey

and other work was done, but not much toward completing the grading of the road.

LABOR AND CROPS IN WAR TIMES

"The fearful excitement caused by the war, and the growing demand for all kinds of farm produce furnished an abundance of labor for both the brain and muscle of the people of the United States. Labor of all kinds was in good demand, and commanded high wages. Crops in the western states were also good and times generally might be regarded as lively. Up to this time there had been but little farm machinery introduced in this section of the country, and with the exception of a few headers and a very few reapers, that were used on the prairies, the harvest was mostly done with the cradle and rake, in the hands of men hired principally for that purpose. A great many of these men came from the timber regions and new parts of the country where little or no harvesting had to be done. It would seem as though this method of harvesting the crops must necessarily be both tedious and expensive, compared with the manner in which harvesting is done nowadays. But while it may have been more tedious, I am inclined to think that the expense was no greater than now. By reference to my books, I see that in 1862, I paid for cutting, binding and stacking, fifty-three acres of wheat and oats, the sum of seventy dollars, an average of about one dollar and thirty-two cents per acre, and in the following year of 1863 I paid for cutting, binding and stacking, one hundred and four acres, the sum of one hundred and forty-two dollars, an average of a trifle over one dollar and forty-six cents per acre, and as our land was comparatively new in those days, crops were generally heavier than they are now; and I doubt if with all the modern improvements grain can be harvested nowadays for any less money than it was then. The principal objection to the old system is that men could not now be found to do the work in the time it is required to be done.

CHAIRMAN OF THE BOARD AGAIN

"In the spring of 1862, I was reelected to the office of chairman of the board of supervisors of De Korra, and in the autumn of the same year, I was nominated for candidate of the State Legislature, by the democratic party. The party, however, was so hopelessly in the minority at that time in the district in which I lived that an election was impossible. The vote I received, however, was a very flattering one and highly gratifying in point of numbers as it was considerably

in excess of a regular party vote. Mr. A. J. Turner, who at that time was editor of the *Wisconsin State Register* was my opponent and as the people of our district were a very intelligent people, and knew and could keep a good thing when they had it, they made up their minds to let him go and represent their interests at Madison and keep me at home, and I am satisfied they never had any occasion to regret their choice, as Mr. Turner made a very able and efficient legislator and understood the wants and interests of our district perhaps as well as any man that lived in it.

"During the winter of 1862 and 1863, I was chosen by the stock holders of the Sugar River Valley Railroad Company at their annual meeting as a member of the board of directors of such company. What little was done, however, during the year 1863, except to meet and discuss propositions made to and received from other railroad corporations. In the spring of 1863 I was again elected chairman of the board of supervisors and had that duty again to perform. During this year also times were good, money very plenty, and but for the dark spots made by the cruel war which was then raging and which was to be seen in nearly every community all over the land, the people of these United States might have been regarded as prosperous and happy. On the seventeenth day of July of this same year, our sixth child and fifth son was born. We named him John C., John being the name of his mother's only brother, and also of my only brother.

RAILROAD WORK RESUMED

"In the spring of 1864, work was again resumed on our railroad, and some grading done under the superintendence of Mr. Peck. The object in starting the work was that it might possibly have some effect in helping to sell the company's bonds which had been prepared, and an effort was to be made to place them on the market. The effort to negotiate the bonds failed, however, and the work was again stopped. With this failure to sell the company's bonds, all hopes of ever getting a railroad through our little village seemed to be at an end. During this year also a suit had been instituted against the company by Mr. Mills for a small amount, which he claimed the company owed him, and a judgment was rendered in his favor against the company. Mr. James Campbell of Green County, who had been the prime mover in the enterprise, and who had done more to forward it than any other man, and had been president of the board of directors for a number of years, also had a claim against the company, and as he had good reason to believe that efforts had been made and would be continued to be made by parties in Madison who were unfriendly to the road to place it beyond

his control and prevent its completion, he also commenced an action in the courts, and took judgment against the company.

SUGAR VALLEY RAILROAD SOLD

"Some time after this the road was advertised and sold. Mr. Mills selling that portion of it lying between the north lines of Dane County, and the city of Madison, and Mr. Campbell selling that portion of it lying between Portage city in Columbia County, and the south line of said county. Mr. Campbell also bought in that part of it sold by Mills, and by this means secured control and became the owner of the entire property of the company between Madison and Portage. And although all of his efforts to sell the company's bonds had failed, and he had removed all tools and everything that had been used in doing what work had been done, he still claimed that he would in time complete our road, but no effort was again made until the year 1870. In the year 1866, however, the company was released from building that part of the road lying between Columbus and Portage. Mr. Campbell was a man of considerable energy and determination, and when he undertook to do anything he was very likely to succeed, and some things were done by him that were even regarded by many of the wise-acres at the capital as being impossible.

IMPROVEMENT OF SOUTH POYNETTE

"For the past two years our village had not improved very much. A Methodist church had been built and some few small dwelling houses put up, but the fear of not getting a railroad soon prevented some from locating in the village that would have done so, had our railroad prospects been brighter, and others that had lived in the village for some time were deterred by the same cause from extending their improvements. The prairie south of the village, however, had changed greatly in this time. For in crossing it in the autumn of the years 1863 and 1864, where a few years before a house could not be seen, now they were visible in every direction and stacks of grain could be seen and counted up into the hundreds. The settlement of this prairie did much towards the improvement of our village, which in turn was a great convenience to the farmers who had settled on it.

FALL OF RICHMOND CELEBRATED

"In the spring of 1865, I was again elected to the office of chairman of our town board, and was continued in said office for the four suc-

ceeding years until the spring of 1869. On the evening after our election had been held in 1865, news was received of the downfall of Richmond, and one of the most exciting evenings was spent by our townspeople that I ever witnessed. There seemed to be a unanimous desire to bury the hatchet, and let all past political difference of opinion cease. Anvils (for we had no cannon) were brought out and considerable powder burnt. Beer was also lavishly produced and freely drunk. Old men became orators and made pacific and patriotic speeches, while younger men charged the anvils and touched them off, which with their yells filled the air with noise that has not since then been heard in our village. It was even hinted that one of our oldest and most patriotic citizens was found early the following morning addressing a wooded hill, which he supposed to be a regiment of returned, scarred and war-worn veterans. On the fourth day of October this year (1865), our seventh child, a boy, was born. We named him Samuel for his grandfather, and our second boy, the little Samuel who was dead.

DECLINE OF WAR PRICES

"For several years past the farmers had been selling their products for very high prices. And although gold and silver had become an article of merchandise and traffic, and at one time had reached the enormous price of two dollars and eighty cents per dollar, or in other words taking two hundred and eighty cents of the money we had in circulation to buy one hundred cents in gold, and might almost have been said to have ceased to exist, so far as the farming community was concerned, still the paper money answered every purpose and circulated very freely and the farms were bought and sold and paper money paid for them just as gold and silver had been before it ceased to circulate. The war was ended and the soldiers returned to their homes, some of them bringing considerable money with them, and although times were good and money plenty, the general impression was that a reaction would sooner or later set in, and in the opinion of many the time was not very far distant. The reaction, however, was not so sudden or injurious as many had anticipated. The vast amount of paper money that had been put into circulation and the return of the soldiers with their pockets generally pretty well filled kept money plenty, and times though changed were not what might be termed hard. Prices, however, of farm produce, as well as all classes and grades of manufactured goods began to decline. Wheat, which at one time during the war brought as high as three dollars a bushel fell to less than a dollar within less than three years after the war closed, and all other grains suffered a marked decline. Wool also,

which at one time, sold for one dollar a pound, fell to from forty to fifty cents during the same time. Of course such a decline in prices, coupled with the ravages of the chintz bugs in our crops, and which had but a short time before made their appearance, made farmers somewhat discouraged, and the people in our village and country adjacent felt the effect of the decline in prices and the destruction of our crops as much perhaps as other agricultural communities were likely to do. Still we had passed through harder times than we were then experiencing and did not feel at all alarmed, or did we hesitate to improve or increase our property whenever a favorable opportunity occurred.

LOCAL IMPROVEMENTS AFTER THE WAR

"But few buildings were erected in the village during the two or three years succeeding the close of the war. We had commenced agitating the building of a more commodious school house, but the difference of opinion in the choice of a site made the discussion both bitter and acrimonious and kept back the building for some time. It was finally built, however, in 1867, and occupied that same year.

"On the fourth day of December of this year (1865), we formed a cemetery association under the general law of the state and a board of trustees was elected, consisting of Phineas Watson, Isaac C. Sargent, H. J. Sill, Stephen Brayton, and myself. We purchased from Messrs. Brayton & Tomlinson seven acres of land at fifty dollars an acre and had it surveyed and platted for burial purposes. A child of Rev. Rufus Fancher was the first buried therein."

During the winter of 1865-66 Mr. Jamieson was first severely afflicted with the rheumatism, a disease which caused him much trouble nearly every successive year, and nearly every winter had to be spent in the South or at least away from business affairs.

"It had been decided at the annual school meeting held the past autumn (1866), to proceed with the building of our school house. Quite a respectable minority favored building it on the old site about half a mile south of the village, while the majority voted to have it built in the village. The contest over the site was fast and keen, and the correspondence in regard to it, with the state superintendent, was bitter, somewhat personal, and must have been amusing in some respects to that official." The decision to locate the school in the village was finally taken to the courts and an injunction procured forbidding the district officers from signing a contract for the building. Two of the three directors, including Mr. Jamieson, attached their signatures in spite of the injunction. "The contract having been signed, Mr. Green furnished

his bond for the erection of the building, in accordance with the contract, and the building went on and was finally finished and occupied and paid for by the district without further opposition. It is a large and commodious two-story building, capable of seating about one hundred and seventy to one hundred and eighty scholars. And R. M. Bashford, of Madison was the first principal in our new school house."

HEALTH FAILING

Mr. Jamieson's health was seriously impaired in 1867 by rheumatism, and on the advice of a specialist he spent the following winter in the South at Hot Springs. "I had made up my mind that as no permanent cure could be expected for some considerable time at least, that if an opportunity occurred, I would dispose of my hotel property, and if possible shape my business so as to take matters a little easier. Such an opportunity occurred sooner than I had expected. I had been home but a short time when an offer was made me by Messrs. Tomlinson and Hudson, which I accepted, and in the month of May, 1868, I transferred the hotel and some sixty acres of land to the above named parties, upon the payment of five thousand dollars. At the same time I purchased of them the home they had formerly occupied for eight hundred dollars. I built an addition to the house and lived in it for several years.

SIXTEEN YEARS A HOTELKEEPER

"I had kept hotel from August, 1852, until May, 1868, a period of nearly sixteen years, with the exception of one year, when Samuel Wilkins kept it and I visited Scotland. During this entire time, notwithstanding the general impression that prevailed in regard to the character of the first settlers of a new country, and also of those who usually work in the pineries and the general traveling public on the frontier, I never saw but one man knocked down in or about my house, during the time I was engaged in that business, and the little affray which caused him to be knocked down was a slight misunderstanding that arose between two young men who lived near the place, and not between travelers, who as a rule, I found to be sociable, intelligent and well-behaved. There are of course, always enough disagreeable people in any country to make matters at times unpleasant. Having thrown off the burdens and responsibilities connected with hotel keeping, for some time, I felt as though my occupation was almost entirely gone, but I turned my attention more closely to my farm and in time this feeling wore off, and I have never had any desire to engage in that business.

AGAIN DEFEATED BY MR. TURNER

"In the autumn of this year (1868), I was again placed in nomination by the Democratic party, the political organization to which I belonged, as a candidate for the state legislature. Mr. Turner was again the opposing candidate and although the result of the vote showed that quite a number of those who had opposed me in politics had voted for me, the Republican majority was still too great to be overcome, and Mr. Turner was again elected. During the year 1869, my time was principally occupied in attending to my farm, and by reference to my books I find that I was amply rewarded for my labors. My old land, upon which wheat was so good, yielded on an average of fifteen bushels per acre, and upon my new land, the yield was a trifle over twenty-eight and a half bushels per acre. Oats, corn and other crops were also good. The difference in the yield between the old and new ground is worthy of note. The old land was equally as good as the new, but some ten or a dozen crops of different kinds had been taken from it, while this was the first crop only from the new land. The comparison showed plainly that the elements for the production of wheat had been gradually absorbed, and unless something could be done to restore to the soil, the necessary elements that produced that cereal its cultivation would soon become a thing of the past.

"On the 5th day of September, 1868, our eighth child, and second girl was born. We named her Amy Veola, for her mother's step-mother, whose name is Amy, and her aunt Veola.

FORMATION OF THE MADISON & PORTAGE RAILROAD

"During the latter part of this year I was again visited by Mr. James Campbell, who informed me that he intended to secure the passage of an act the coming winter incorporating the now owners of that part of Sugar River Valley Railroad, lying between Madison and Portage (which meant himself principally), as the Madison & Portage Railroad Company, and to secure a transfer if possible of all the rights, grants, etc., that had been conferred upon the Sugar River Valley Railroad Company by its charter and amendments thereto, so far as related to that portion of the land, and that he intended to organize by electing a board of directors and proceed to build the road, at the same time asking me to take a place in the board of directors and render them what assistance I could. At the time of his visit I did not give him any decided answer, but told him that I would consider the matter and write him at Fort Howard, where he intended to remain a part of the winter. After prop-

erly considering the matter I made up my mind that the condition of my health was such that I could not do justice to the active duties of a director, and so wrote Mr. Campbell. He replied by saying that he did not think the duties would be so laborious, but that I would be able to perform them, and rather insisted on my taking the position. He again wrote me from Madison, during the winter after he had secured the needed legislation, saying that a meeting would be held in that city for the purpose of organization and the election of a board of directors on a stated day, and urging me to be present on that occasion, and hoping that I had reconsidered my determination not to go into the board, and if possible to meet him at Madison the day before the election that we might consult each other about the matter. I had fully determined not to go into the board however, and so wrote him at Madison to that effect promising at the same time to render him all the assistance that was within my power to secure the completion of the road. The organization was effected, and Mr. Campbell as a matter of course was chosen president of the board.

"In the month of March, 1870, he again visited Poynette, and after some time spent in consultation, concerning his views as to the best course to pursue, to secure the final completion of the road, we decided to call as many of the citizens together as we could reach readily, and present such matters for their consideration in regard to the enterprise as was deemed necessary. This preliminary meeting was held at the school house in the village, and quite a large number attended it. Mr. Campbell explained to those present that to complete the grading and tying of the road, it would require, on a close estimate, about one hundred thousand dollars; that he proposed to put into the work about fifteen thousand dollars, and that other assistance might possibly be got to bring the amount up to some twenty-five thousand dollars, which would leave a deficiency of seventy-five thousand dollars to be raised in some other way. To consult with those who were interested in the completion of the work, and to make such suggestions as he thought would aid in bringing this about, was the object of his visit. It was also stated that under a former organization, efforts had been made to secure subscriptions to the capital stock of the company, and that such efforts had almost proved a failure, as but very little had been subscribed except at Poynette, and that amounted to some four or five thousand dollars only. It was of no use to again resort to this method to raise the required amount and the only possible way it could be raised was to have it done by the cities and towns along the line in their corporate capacity.

"From my experience with the Sugar River Valley Company, I was well satisfied that these statements were correct, and that if we got a

railroad at all, we would probably have to get it in this way. I also knew something about Mr. Campbell's financial standing and knew that he was unable to complete the road without aid from some source. The simple question then was should we favor extending the aid in the manner suggested, or will we give up all thoughts of ever having the railroad?

TOWN VOTES AID TO THE RAILROAD

After a full and fair discussion of the matter, and various suggestions having been made, it was finally decided to present a petition to the board of supervisors of the town, praying them to give notice to the qualified electors of the town that at the next annual town meeting to be held on the 5th day of April a proposition should be submitted for ratification or rejection to the effect that the town in its corporate capacity subscribe to the capital stock of the Madison & Portage Railroad Company, in the sum of \$8,000, and H. J. Sill and myself were appointed by the meeting a committee to prepare a resolution embodying the above proposition in accordance with a state law that had been enacted some few years before, whereby towns, cities, incorporated villages, etc., on the line of a projected railroad were empowered to extend aid to railroad corporations by taking stock in the manner above referred to. The resolution was carefully prepared and submitted to the people at an adjourned meeting, when it was unanimously adopted. The supervisors were next called upon and a notice prepared in which was embodied the resolution above referred to. In the notice it was set forth that all who were in favor of the resolution should vote, for the railroad, and those opposed to it should vote against it. This notice was dated the 24th day of March, 1870, and was signed by John McKenzie, who had been elected chairman of the board of supervisors at the annual meeting in 1869, and by William Buckley, another member of the board, and William Hastie, clerk. McKenzie and Buckley were both opposed to the road, and signed the notices simply because the law required them to do so.

After the notices were posted, every argument was used by the friends of the enterprise to present their views, and give their reasons why the road should be built, and the advantages the town would derive from the road when once completed. The opposition on the other hand, did all in their power to influence the vote against the proposition. Mr. McKenzie was placed at the head of the ticket for chairman, by the party opposing the resolution, and I was placed at the head of the ticket for the same office by those favoring the resolution. The contest was ani-

mated and keen, and at no time in the history of our town had so much interest been manifested nor the excitement consequent upon an election run so high. The field was thoroughly canvassed and nearly every voter was out. It was a day of earnest work and intense excitement, although the excitement was of the character that neither any great amount of noise or confusion prevailed, but a firm determination seemed settled upon every voter's countenance as he walked up to the polls and deposited his ballot. During the day, the vote was known to be close, and as dusk approached, the friends of the measure felt some uneasiness as to its faith. All interests, however, were centered in the result as to whether the resolution to take stock in the railroad had been carried or defeated; other interests which usually arise at an election were buried beneath this, and few cared about the result of the ticket further than that if the resolution was carried those who favored it hoped the officers nominated by them would also be elected, and those who opposed it hoped if it was defeated, the officers nominated by them would be elected. The sun was fast sinking towards the western horizon, five o'clock, the time fixed by law, for the closing of the polls, was near at hand. Each party had its lieutenants out watching to see if any voter was still back or could be found or approaching the polling place and if so to hurry him forward. The clock struck the hour of five, and with its closing stroke, the polls were declared closed. The excitement was now intense. It appeared from the poll list that two hundred and eighty-nine votes had been cast. The crowd was so great around the table where the votes were being counted, that it became almost impossible for the officers to perform their duties, and when at last the result was finally reached, it proved that two hundred and eighty-four votes in all were cast on the railroad question; and that one hundred and forty-six were for the railroad, and one hundred and thirty-eight against the railroad, making a majority of eight in favor of the resolution.

The majority for the board favoring the railroad was much greater. The total number of votes cast for chairman was two hundred and eighty-nine, of which number John McKenzie received one hundred and seventeen and I received one hundred and seventy-two. Majority in favor of the railroad board was fifty-nine. The vote was conclusive, and had it been so accepted by those opposed to the railroad it would have been much better both for themselves and those who favored it. But the result of the election had scarcely been declared before murmurs of dissatisfaction and threats of hostile action were to be heard among the vanquished. An effort had been made by the officers of the road to get the question of extending aid in this manner presented to the people of all the towns and cities on the line of the road at their spring elections.

but the effort had been delayed too long to have the proper notice given, as the law required ten days notice to be given before a vote could be taken. And it was some time after our vote had been taken, before a vote was reached in the other places interested.

THE MEETING AT MADISON

"During the interim a meeting of the business men and leading citizens and property owners along the line was called to meet at the rooms of the business board in the city of Madison to consult as to the propriety of extending the asked for aid, and if deemed advisable to extend the same; to ascertain as near as possible the amount each city and town should be called upon to give, taking into consideration the ability and needs of the place interested in the road. At this meeting there was quite a large attendance. The mayor and a number of the most wealthy and influential citizens of Portage, a great many from the different towns and villages along the line, and a very large and influential representation of the citizens of Madison were present. Among the latter were some who were either bitterly opposed to the enterprise and had determined if possible to defeat its completion, or perhaps, as they themselves stated, had no confidence in Mr. Campbell's ability to secure the iron and rolling stock, if the towns and cities on the line should raise enough to prepare it for the same.

"OLD BEESWAX" AND GEORGE B. SMITH

"The Hon. George B. Smith was one of the men who seemed to look upon Mr. Campbell with a peculiar contempt. He boldly asserted that no firm, company or man possessed of common sense would ever take the bonds of Campbell's Company, as he termed it, and furnish the necessary funds to iron and equip the road. But he stated, in some remarks that he made at the meeting that he would give Mr. Campbell credit for one thing, he had certainly gotten up a big furore all along the line and had secured a good attendance to this meeting, and he thought perhaps that was all it would amount to. At the same time, looking around the room, he asked 'What is there about Campbell anyway to cause so many to flock together at his bidding?' and not noticing Mr. Campbell who sat back of some of those present he called out in a somewhat stentorian voice—'Where is old Beeswax, anyhow?' Mr. Campbell, however, remained perfectly composed and paid no attention to the remarks of Mr. Smith. He had come there with an object in view, and no remarks that Smith or any one else could make were allowed to prevent him from

accomplishing his object, if it were at all possible to do so. A short time after Mr. Smith had ceased talking, I spoke with him privately and endeavored to persuade him that he was doing some of his best friends and the line of the road, great injustice and that if he persisted in his opposition it might possibly result in doing them a positive injury. Whereupon he replied that it was no use to talk, that 'Jack of Clubs' would never build our road and he knew it, and whenever anything feasible was presented he would not hesitate to give it his support.

"JACK OF CLUBS" SUSTAINED

A committee was finally appointed, however, to confer with Mr. Campbell and the other officers of the road in regard to their ability to complete the same, in case the asked for aid was voted, and another committee was appointed to determine what amount would be proper for each town and city to furnish, taking into consideration the advantages to be gained and the benefits to be derived by the different corporations by the building of the road. After the reports of this committee were received, the meeting decided to recommend to the people of the cities and towns of the line that the aid asked for should be voted, and that the amount be the same as that agreed upon at this meeting. There was considerable enthusiasm on the part of those favoring the road, as a result of this meeting, and before the meeting had closed, Mr. Smith even declared that he also would go it blind, as he termed it, and favor the voting of the tax. In due time the question of voting the tax as recommended by the people at the meeting above referred to was submitted to the people of the towns and cities on the line of the road, and nearly all of them voted the required amount. Mr. Campbell and the other members of the board of directors having met with this encouragement immediately set their forces to work to finish the grading and tying of the road.

GENERAL STORE FOR RAILROAD MEN

About this time Dr. E. F. Russell and Ambrose Powers, old residents of our village, who had got tired waiting for the road and had gone West with a view to going into business in some of the territories, returned and proposed with me to go into the mercantile business in our own village. Their proposition was considered, and by me accepted, and in a short time we opened up with a fair stock of goods, for the size of the place, under the firm name of Russell, Jamieson & Powers, in the building some time before built, and for a while occupied by Ira S. Allen.

At the time the railroad company started their work, their credit was rather low, and laborers were rather dubious about working for them, fearing they might not get their pay. As soon as we had fairly opened up, however, I visited Mr. Clinton, who had charge of the men, and in their presence informed him that the company's orders would be received at par for goods at our store in Poynette. This had the desired effect. As many of the laborers had large families to support, it required nearly all of their earnings to supply their wants, and as we kept a general assortment of dry goods, groceries, boots and shoes, we could supply them with nearly all they required, and while the road was being built, we did quite a flourishing business, and it did much towards establishing the company's credit, which they at that time so much needed. Although I had taken no position in the board, I continued to serve the company as well and faithfully perhaps, as I could have done had I been a member of that body. I secured for the company and settled with the owners for a considerable part of the right of way to the town of Arlington, and for some also in the town of De Korra.

For some time after the work had been started, people along the line generally expected that it would be continued for a short time, when it would again be stopped as it had been so many times before. As the summer wore on, however, and the company kept increasing their force, and crowding the work, they began to think that after waiting so long they were at last likely to get a railroad. Not until autumn, however, when the ties and iron began to arrive and be put down were they perfectly satisfied that the road would actually be completed.

TRANSFER OF TOWN BONDS FOR RAILROAD STOCK

A resolution that had been passed at our town meeting provided that as soon as the road should be built and equipped from either terminus of said railroad to the village of Poynette, in the town of De Korra, that the supervisors of such town of De Korra should deliver the full amount of bonds voted to the treasurer or authorized agent of the company, and subscribe to the capital stock of said railroad company to the amount of bonds delivered, and receive therefor a full paid certificate of stock in favor of said town. In order to carry out the instructions of the people as embodied in this resolution and as the road was fast approaching the village, I had the bonds with interest coupons attached prepared in Chicago, and forwarded to me at Poynette. As soon as they were received, I called a meeting of the board of supervisors, and suggested that a resolution be passed authorizing the execution and delivery of the bonds. After some discussion in regard to the matter, a resolution

was prepared and unanimously adopted, in accordance with the suggestion stated above. The bonds and coupons were then signed by the chairman, and countersigned by the clerk, and delivered to the town treasurer. An order was then presented by Mr. Winslow Bullen, the authorized agent of the railroad company, calling for the delivery of the bonds to him as said company's agent. Whereupon the town treasurer, Mr. William B. Laughlin, by order of the board of supervisors, delivered the bonds to Mr. Bullen, and received the receipt of the treasurer of the railroad company for the same. The company just at that time, however, were not prepared to receive subscriptions to the capital stock, nor give a certificate for the amount of stock to be taken by the town as required by the resolutions passed at the annual town meeting. And the road, although nearly completed to our place, was not opened for business. The supervisors therefore concluded that the bonds had better be left in their possession until the road was completed and everything secured beyond the possibility of a failure. To this Mr. Bullen readily consented, as he saw it was but just that the town should retain possession of the bonds until they receive their stock.

BOND QUESTION TRACED TO THE END

On the second day of November the books of the company were presented to the supervisors of the town, who subscribed in the name of the town to the capital stock of the company for the sum of eight thousand dollars, and upon delivering the bonds of the town for that amount received a certificate of full paid stock for the same. I will here anticipate a few years and dispose of this bond question without again referring to the same. When, in February, 1871, the first installment became due, the funds had not been raised to meet the same, as those who had opposed voting the tax procured an injunction enjoining the collector from collecting the same, and when the coupon fell due, the company commenced suit in the United States District court, and obtained judgment against the town for the amount due. Even after this decision was rendered, which virtually settled the legality of the bond and should have convinced all interested that further opposition was not only foolish, but likely to result in serious injury to the tax payers of the town, they continued their opposition and compelled the company to go into court and take judgment on the bonds also and the result was that the town paid in all something over twelve thousand dollars in place of the eight thousand dollars that was voted, and the last payment was not made until the winter of 1875-76.

"OLD BEESWAX" GOT THERE

"After the road was opened for business from Portage to Poynette, in the autumn of 1870, Messrs. Wentworth & Company, or Wentworth, McGregor & Company, built a small rough board grain warehouse and opened a grain market at this point. This company also ran some lumber down from Portage, and sold it to the farmers and others in and around the place. Soon after the road was opened as far as Poynette, and as winter was close at hand, I started with my family for Central Missouri. At the time I left home in November, the railroad had not reached Madison, but while in Missouri, during the winter, I had a letter from my friends in Wisconsin, informing me of the completion of the road to that place, and also of the arrival of the first train over our road to the capital city. The same letter also informed me that Mr. G. B. Smith, S. Mills, and others who had doubted Mr. Campbell's ability to complete the work, had been duly notified before the arrival of the train to be on their guard, for 'Old Beeswax was coming.'

"The building of this road from Madison to Portage shows very clearly what energy and perseverance, coupled with an iron will and the determination to succeed will accomplish.

"It was not Mr. Campbell's intention, however, that Madison should long remain the southern terminus, nor Portage the northern terminus of this road, and in 1871 the Madison & Portage Company was authorized by the legislature to extend its road across the Illinois State line and north from Portage City to Lake Superior, and the same year it was consolidated with the Rockford Central Railroad Company of Illinois, and its name was changed to the Chicago & Superior Railroad Company, retaining, however, its own organization. Mr. Atkins of New York, the party furnishing the funds, becoming involved in other enterprises refused to take any more of the company's bonds and the work was again stopped and the road from Madison to Portage leased to the Chicago, Milwaukee & St. Paul Company. Although Mr. Campbell is without doubt fully entitled to the full credit of completing this line of road, he has frequently told me that but for the aid and encouragement received from the citizens of Poynette, he very much doubted if he ever could have accomplished the work.

"During this same year (1870), I also had one of those painful duties to perform which is apt to fall to the lot of man during his earthly pilgrimage. My mother died at the residence of her daughter, Mrs. Janet Wilson in the town of Arlington on the fourteenth day of April."

ESTABLISHES GRAIN BUSINESS

Much dissatisfaction existing among the farmers as to the conduct of the local grain market at Poynette, Mr. Jamieson in 1871 sold his interest

in the store, erected an elevator and began taking in grain in September, and dealing in lumber. In the face of much competition and considerable prejudice in favor of older markets in the course of several years, he became well established in this new line.

"On the eighteenth day of November of this year (1871), our ninth child, a little girl, was born. We named her Alice Agnes, for her aunts, Alice on her mother's side, and her Aunt Agnes on the side of her father. I also moved from the village on to my farm this same season. And on the twenty-third day of December of this year also I was elected Master of the Poynette Lodge of Free Masons. The Lodge had been organized in 1868, and I became a member and was raised to the degree of a master Mason that same year. My relations with this lodge have been of the most agreeable nature, and I shall ever remember with pleasure the enjoyable evenings I spent within its walls. During the year 1872, my entire time and attention were given to the business in which I had but recently engaged. My grain and lumber business had considerably increased since I first commenced. My shipments of grain from the time I opened in September, 1871, to the thirty-first day of December of that same year did not average to exceed fifteen hundred bushels per month. In 1872 the average was nearly two thousand five hundred bushels per month, while in the year 1873, the average was upwards of six thousand bushels per month, or some seventy-three thousand bushels for the entire season. And upwards of one-third of that amount was taken into the elevator, in a little over one month after threshing had commenced in the fall. Nearly half of the wheat taken in up to this time graded No. 1, and scarcely any graded below No. 2. My lumber business had also considerably increased. In 1871 I sold only somewhere about one hundred thousand feet. In 1872 I sold some two hundred and fifty thousand feet, while this year (1873), I sold three hundred and twenty-five thousand. I handled considerable live stock, and some dressed hogs this season, and quite a quantity of wool. During the year 1874 my grain business increased some, but not a great deal. My lumber business, however, was much greater. I also handled a much greater number of live stock, but not so much wool, and I shipped a considerable quantity of coarse grain and ground feed to different points in the pineries. This year we built what is known as the Presbyterian church in our village, for which the principal part of the material was bought at my lumber yard."

The winter months of all these years Mr. Jamieson spent in the south for the benefit of his health, usually leaving the management of his increasing business to his older sons. "At the town election held in April of this year (1875), I was again chosen chairman of the town

board of supervisors, which somewhat increased my responsibilities. My farming interests had also considerably increased, my stock of neat cattle amounting at times to some sixty head, besides horses, sheep, swine and poultry, all of which I usually kept quite a number.

CHEESE FACTORY ESTABLISHED

"On the third day of February, 1876, articles of incorporation were filed in the office of the secretary of state by E. F. Russell, W. C. Gault, William Forrest, John Collins, and myself, under the name of the Poynette Cheese Manufacturing Company, and of this company, I was elected president, James Mack, secretary, and E. F. Russell, treasurer. The capital stock of the association was placed at two thousand five hundred dollars. During the spring a large two-story building was erected. H. J. Noyes was engaged to superintend the factory the first season, E. O. Madison, the second, and C. J. Harris has had charge of it since. It did not prove a very profitable investment, and the stock kept changing hands until in 1879, I found myself in possession of the entire amount." It should be noted that during the existence of this factory, Mr. Jamieson shipped abroad several consignments of cheese to Glasgow, Scotland, and thus some of the products of the new country where he had settled in his early manhood found their way to his native vicinity.

"During the same year, 1876, the brick stores of E. F. Russell and L. A. Squire, were built, which buildings added greatly to the appearance of our village. While in process of construction one of those fearful tornadoes which of late years had occasionally visited some of the western states passed over the place injuring these buildings slightly, demolishing several entirely and seriously injuring others.

BUSINESS PASSES TO JAMIESON (H. P.) & GAULT (W. C.)

"My son, H. P. Jamieson, who had been helping me in my grain and lumber business for the past few years, having gained quite a knowledge of the business, now desired to engage in something of this kind on his own account, and as my health was very poor, I proposed to him to secure some good steady man as a partner, and I would turn this part of my business over to them. A partnership was formed between him and William C. Gault, and on the twelfth day of August of this same year, 1878, I turned over to the firm of Jamieson & Gault my entire stock of lumber, etc., and rented them my grain elevator and lumber yard. Having thrown off the responsibilities and cares of this part of my

business to a great extent, I felt as though my time was not employed as it should be, and as I had some time before determined that if I was ever able to erect a good, comfortable, substantial home, and if the proper time ever arrived where I could give it my personal attention, I should build such a house and surround it with such conveniences as might afford me some comfort and consolation for the many years of hard and incessant toil I had passed through, and which would afford a comfortable and convenient home for myself and her who was perhaps as deserving of it as I was. Thinking this time had now arrived, in the latter part of the month of September, I procured the assistance of Mr. E. B. Thomas and stepped into the corner of my oat field, which had this same year yielded me seventy-five bushels an acre, and there staked off the spot and commenced excavating for the basement of the house in which I now live, and where with God's will the remainder of my days will probably be spent. The building, however, was not fully completed, so I could move into it, until October of the following year."

FARM MACHINERY AND SUPPLIES

On February 9, 1880, Mr. and Mrs. Jamieson suffered the severe bereavement in the death of their youngest child, Alice. The many details concerning family affairs and business which fill most of the later pages in the manuscript must necessarily be omitted. In 1880, having contemplated for some time engaging in business of farm machinery and supplies, he opened up in the spring of that year with a very fair stock of farm machinery, wagons, barbed-wire, etc. His object in taking up this business was to work up some kind of an enterprise for his son Addison, who had now reached an age when all men wanted to be doing something for themselves. "In the month of January, of this same year (1881), I opened a correspondence with Marshall & Hsley of Milwaukee for the purpose of furnishing exchange to the business men of the place to men who might want such accommodations and have ever since continued furnishing any who might want the same. During this year, however, my attention and time were principally occupied with my farm, and working up the machinery business. I also had the cheese factory run, but with little profit. When spring opened, I again increased my stock of farm machinery, and had by this time got a very fair business established. I accordingly, on the twelfth day of August of this same year, 1881, turned all of this stock over to my son Addison, and at the same time he united his business with the business of Jamieson & Gault, and merging both into one they commenced doing business under the firm name of Jamieson, Gault & Company, which

firm continued business at the time of my writing. I also ran the cheese factory this season but with no better success, and I now began to think of abandoning it entirely and converting the building into something more useful, or at least more profitable, as there seemed to be no disposition on the part of the farming community in this section to give much heed to the dairying interests."

JUSTLY PROUD OF HIS HOMESTEAD

The cardinal virtues of the late Hugh Jamieson may be said to have been love of land, of peace and industry, and his happy later years were largely disposed in supervising the estate, which he had accumulated through business and farming. An evidence of this appears in some of the later pages of his writings, in which he refers to his purchase, in 1874, of forty acres which had been acquired from the government in 1836 by Wallace Rowan. That land, as he stated, possessed "some features of interests, that none of my other farms did to me, because besides containing the first forty acres entered in Columbia County, and the spot where the first house was built in the same county, it was here on this farm that I first saw the girl that was to become my wife, on it I wooed and won her, and on it too our honeymoon was spent, and our first house-keeping done. A stream of the purest spring water runs through it, and some of its scenes are quite interesting. During this summer, I would drive over this farm to see my cattle nearly every day, and who is there that could look down into a deep glen, where the grasses are rich and luxuriant and a clear, bubbling brook running swiftly along and see a herd of cattle greedily devouring the succulent grasses, without feeling a just pride at being the owner of such surroundings, and a feeling of satisfaction in knowing that the same had been acquired by the efforts of his own hands and brain!"

RETROSPECT IN 1883

The final pages of these memoirs were written at the close of January, 1883, and he summarizes the progress of his vicinity during the years of his residence, in the following words: "It is now nearly thirty-four years since I first set foot in Columbia County. At that time there were not far from thirty families within a radius of three miles from where the village of Poynette now stands, most of whom had settled there within the two years previous to my coming. Of the heads of those families, a very few, I think not to exceed six, are now living within those limits. A few have removed to other states, but by far the greater number of

them are dead. For many years after my coming I used to cut my hay where the Lower Mill Pond now is, and my pasture fence stood where is now the center of Main Street, and which is the principal street in the village. Within the limits above named there are now not less than from two hundred to two hundred and fifty families, the village alone containing between four and five hundred of population. It also has a graded school of three departments, two churches, two parsonages, two grist mills, two hotels, two meat markets, one lumber yard, two farm implement and machinery shops, a grain and stock market, two blacksmith shops, two wagon shops, three boot and shoe shops, two drug stores, three hardware stores, two harness shops, six dry goods and grocery stores, some of whose sales alone amount to nearly forty thousand dollars a year, two paint shops, two saloons, two tailor shops, two millinery shops, four dressmaking shops, two barber shops, one cheese factory, several carpenter and joiner shops, one furniture store, and one livery stable. There is also a Masonic Lodge, a Good Templars Lodge, and with the requisite number of doctors, ministers and all the necessary paraphernalia to make a first-class, thrifty business city. It also has a country around it to warrant its much greater increase both in population and business."

HIS RELIGIOUS CREED

While several members of his family in Wisconsin were active workers in the Presbyterian church, Mr. Jamieson says of his own religious experience—"I have never sought for admission to become a member of any religious body, for the reason that I do not believe that with my hasty and impulsive temper, which I confess I have never been able to entirely subdue, I could honestly and conscientiously comply with the vows or obligations a member has to take in uniting with such organizations. And I believe I will be more acceptable to the Master not to take those vows, than to take them and afterwards violate them. Besides I regard every man as a Christian that labors for the public weal, and the advancement and elevation of his race, for if Christianity means anything, it certainly means this. I believe, however, in church organization, and think that all who can honestly live up to the vows taken on uniting with the church ought not to hesitate in becoming a member of whatever church is best suited to their minds.

"My efforts in Columbia County, notwithstanding my poor health have been reasonably successful, so far as the accumulation of property is concerned, as my tax receipts will show. My first tax paid in the county for the year 1848, as before stated, was two dollars and thirty

cents on eighty acres of land, inclusive of highway taxes; and the receipt which I hold for taxes paid on eleven hundred and six acres which I now own, inclusive of highway taxes and personal property for the year 1882 amounts to over five hundred dollars. Some people may think I have not used the means placed in my hands just as they would have done. In this, however, I have been governed wholly by my own judgment, and hold myself responsible only to the power that placed it in my keeping. What little property I have acquired has been made from strictly legitimate business transactions, and not through any gambling or speculative operations."

GOOD FAMILY STOCK

Modern science takes much account of the influence that a family stock has on the social health and wellbeing of any given community. It is known that one family, given to dissipation and vagabondage, will cause thousands of dollars of expense to a county and will extend its weakening and corrupting influence to many others in the neighborhood. In the light of these facts, the concluding sentences of Hugh Jamieson's memoirs may very properly be quoted. During the years both himself and other members of his immediate family had lived in Wisconsin, besides contributing to the general support of government and schools and institutions, he was able to state that not one "has ever caused the state or county in which we live to be at one dollar of expense in prosecuting or defending an action, either of a civil or criminal nature, nor for any other purpose whatsoever, except as sharers of the general expense in governing the whole, our full proportion of which has always been cheerfully and willingly paid. I might as well state here also that while our ancestors are known to have lived in the same parish (viz. that of Loudon in Ayrshire (Scotland), for upwards of three hundred and fifty years, several of whom are known to have fought, bled and died for the civil and religious freedom of their country, (as the battle of Bothwell Bridge and other battlefields will fully attest), I think the court records of the county in which they live might be searched in vain for any evidence of a criminal or even civil action of any consequence in which any of them were ever engaged, except in defense of their civil or religious rights. And I am satisfied that the records of no poor house ever contained one of their names, for all of which I sincerely thank God, and only hope that those who come after us may not defile the records; and that the country of our adoption may never have cause to regret the transplanting made in Wisconsin in the years 1848 and

1849 from that small manufacturing town on the banks of Irvine in Ayrshire, Scotland."

MR. JAMIESON'S DEATH

The writer of these memoirs lived fully fifteen years after he had penned the last words of the manuscript and died at his home in Poynette, January 20, 1898.

CHAPTER XXIII

WYOCENA

FOUNDED BY MAJOR ELBERT DICKASON—NAMING OF WYOCENA—HIGH GRADE OF EARLY SETTLERS—FIRST STORE—MESSRS. DEY AND DICKASON—THE DAIRY INDUSTRIES—PICNIC HELD ON HISTORIC GROUND—SKETCH OF J. M. BUSHNELL.

A few miles northwest of the center of Columbia County is Wyocena, famed more than sixty years ago as the headquarters of the county government, but now rather quiet and subdued, although neat and bright. The village has long been the seat of the County Insane Asylum and Poor Home; a full history of which will be found in the chapter on "County Organization." It is the center of a rich dairy district, and has a modern creamery, several business places, a substantial bank and a flour mill (located outside the village limits). Wyocena was incorporated as a village in 1909.

FOUNDED BY MAJOR ELBERT DICKASON

Sometime in the fall of 1843, after his ruinous experience as the founder of Columbus, Maj. Elbert Dickason opened a farm on what is now Duck Creek, in the northern part of Section 21, present Town of Wyocena. He was poverty-stricken, but still brave and hopeful. He converted a portion of his log house into a "hotel," and in 1846, when the county was organized, platted a village upon his farm. When he arrived upon the ground he named the stream Duck Creek, and the post-office established at that point in 1845 was given that name also.

NAMING OF WYOCENA

What occurred soon afterward, in order to christen it more euphoni-ously, and more befitting its ambition as an aspirant for the county seat, is told by J. M. Bushnell, of the Wyocena Advance, who is a native of

the village and also a representative of one of the pioneer families of the town:

"This, one of the first settlements in Columbia County," he says, "was known as Duck Creek until the summer of 1846, when it was a prominent candidate for the seat of government of the county. The ambitious early settlers of Duck Creek decided that in order to succeed in this direction they needed a different name for the settlement.

"Many and various were the names presented by the ones who usually congregated at the public house of Major Dickason daily. During this discussion the major had a dream which resulted in a name for the settlement. The following morning he related it to the assembled settlers as follows: He said he had been on a journey the night before to a county metropolis, where all was business and hustle and the name of the city was Wyocena. This so enthused his guests that they at once decided to call it by that name and so the name has remained, but the early orthography has changed several times.

"It was probably during the following year, 1847, that one Parks Bronson, a pioneer pedagogue in this section gave to it its present spelling.

"The name is not Indian. No one of our Indian students has been able to find anything in any of the Indian tongues that will admit of such a construction.

"Then again the major would have nothing Indian in his. He had occasion the first year of his residence to dislike them. His first crop of wheat proved to be too good a food for their ponies to have any left for his own necessities. It is said that while an Indian was well treated at the log tavern, his scalp was in need of insurance if he met the major in the woods.

"The early name for the stream on which Wyocena is located was Wauona River, and this beautiful name had to give way to the major's dislike of Indian names and he christened Duck Creek, much to the dislike of many.

"Wyocena had the proud distinction of having been the county seat in 1847 and 1848, and again in 1850. The usual scramble for county seat honors was rampant in those pioneer days, and in 1851 it was permanently located at Portage—though the early settlers made the claim that it was done by the floating vote of laborers on the, then building, canal.

HIGH GRADE OF EARLY SETTLERS

"Perhaps no town was ever settled with a more intelligent, sturdy and industrious people than was Wyocena. They endured many hardships and saw much of privation, though few ever knew real want, for the land

was very productive and easily tilled so that the necessities were at hand if the luxuries were missing. Mills and markets were far away at the start, and the teamster was obliged to carry tools on his trips to repair an axletree or a wagon tongue when broken.

"Many of them started out for market with a load of grain and returned in debt. These were some of the many hardships endured by the early settlers.

"The fabulous crops easily grown induced many to come here and settle and probably no town in Wisconsin had more of its first settlers make permanent homes than did Wyocena."

FIRST STORE

Jacob Rogers opened the first store in Wyocena, during 1847, and, as was customary, his was a forerunner of one of our modern "department stores." The settlers did not have to go elsewhere for anything on earth they required—fortunately for them.

PIONEER SCHOOLS AND CHURCHES

Also in 1847, when Wyocena was the temporary county seat, the citizens erected a small frame building for school purposes. It was used eight years, when the district erected a larger two-story frame school-house, 32x40 feet, and the scholars were divided into two departments, the primary pupils occupying the lower room and those more advanced, the upper.

Two years before the completion of this building, Elder S. E. Miner, of the Congregational Church, erected a building for a select school, in which the higher branches should be taught—a preparatory institution for those designed for a collegiate education. The venture was not successful, and in 1847, the building was disposed of to the Methodists and Baptists for church purposes.

In the meantime (1845), Wyocena had been honored with a postoffice, with Harvey Bush as first postmaster.

MESSRS. DEY AND DICKASON

The first grist mill was erected by John Hunter and Chauncey Spear in 1853, Benjamin Dey purchasing an interest in the fall of the year. After being operated two years under the firm name Hunter & Dey, the latter became sole proprietor. The mill was burned in the fall of 1855, but Mr. Dey immediately rebuilt and operated it until the Civil war. At

the opening of hostilities he went to Missouri as a wagonmaster, and was in the cavalry service during the last two years of the war. At its conclusion he returned to Wyocena, and engaged in farming or milling during the remainder of his life. Mr. Dey first settled in the locality in 1844, and was a co-temporary of Major Dickason, who died in 1848.

The major was a hearty, honest man, somewhat abrupt and occasionally domineering, but generally respected and popular, despite the fact that he was by no means what a citizen of the world would call successful. But he "tried hard;" so rest to his fruitless striving!

THE DAIRY INDUSTRIES

Among the industries which obtained a later foothold in Wyocena,



WYOCENA PUBLIC SCHOOL

was the manufacture of cheese. The Wyocena Cheese Factory was established in the village in 1875, and three years afterward Chauncey Spear founded a factory one mile east.

At the commencement of the industry, not only at Wyocena, but throughout the county, the manufacture of cheese made little progress on account of the short and irregular supply of milk, but with the growth of dairy farming that drawback was overcome; and the creameries sprung up and flourished even more vigorously than the cheese factories.

Wyocena is now represented by a neat busy creamery, conducted by E. V. Harpold, and although it is but a few years old it is turning out 100,000 pounds of butter annually.

WYOCENA STATE BANK

The Wyocena State Bank was organized in 1910. It has a capital of \$12,000, and deposits amounting to \$40,000. Present officers: S. C. Cushman, president; W. J. Steele, vice president; J. H. Dooley, cashier.

THE BAPTISTS

The Baptists and Congregationalists have societies in Wyocena. The former held the first religious services in town at which there was preaching. This was in the summer of 1846, when Elder Wood, a Baptist minister conducted services, preaching occasionally at Wyocena for a year thereafter. In 1852, Elder Moses Rowley organized a congregation, and in the following year Elder Wood returned and remained as a regular pastor for four years; assumed the pastorate, for the third time, in 1860, and thus continued for over twenty years. At present the Baptist Church is without a settled pastor. It has a membership of about sixty.

THE CONGREGATIONAL CHURCH

The Congregationalists are under the pastoral care of Rev. R. C. Bennett, who also has charge of the church at Rio. The origin of the society at Wyocena dates from 1850. In that year an Old School Presbyterian Church was organized by Rev. William W. McNair of Portage, who preached for a short time. At first services were held in the old school-house. The original church consisted of nine members. On March 11, 1853, a meeting of the First Presbyterian Church of Wyocena was called at the house of Rev. S. E. Miner, who was invited to act as moderator. Parks Bronson was elected temporary clerk, and letters of dismissal were granted to the following eight members of the First Presbyterian: Linus Blair, Harvey White, Parks Bronson, George Gregg, Nancy Blair, Mrs. H. White, and Mr. and Mrs. John Ferrier.

Steps were at once taken to organize a Congregational Church, such being the unanimous recommendation of those present. Thus originated the First Congregational Church of Wyocena. Eighteen members organized under the articles of faith and covenant of the General Convention of Wisconsin, and elected Linus Blair and Harvey White as deacons. A formal organization was effected April 9, 1853, and church building was dedicated in March, 1855.

SOCIAL AND LITERARY

Wyocena has a number of societies of a social and literary nature which tend to make life worth living. Perhaps the most active of these

is the camp of the Royal Neighbors of America. The Woodmen of America have also a good lodge and the Study Club, organized and supported by the women, is the means of many pleasant and profitable gatherings. Through the latter organization the village has collected a well-selected traveling library, which is the undoubted nucleus of a larger and more permanent institution.

PICNIC HELD ON HISTORIC GROUND

In connection with the social activities of Wyocena, mention is due of the very successful picnic at that village, given by the Royal Neighbors and Modern Woodmen of the county, on June 14-15, 1905. J. M. Bushnell was elected president of the Picnic Association. Some seven thousand visitors were present, and the Royal Neighbors won the prize drill. The procession was a great success, as was the picnic proper in the beautiful oak grove at the Point, east of the village where the branches of Duck Creek come together. Not only the natural charms of the spot and the surroundings, but the remains of the old military breast-works in the grove, the site of the Indian village opposite (now almost covered by the waters of the stream), and the knowledge that almost within hailing distance of the jolly and secure picnickers once ran the old Military Road, along which Uncle Sam's boys, Indians and the traders measured many a weary mile in the wilderness of Central Wisconsin—all these charms of Nature and historic associations combined to make the big gathering at Wyocena an occasion long to be remembered.

SKETCH OF J. M. BUSHNELL

J. Monroe Bushnell was born in Wyocena, July 14, 1851, on a farm adjoining the village, the son of D. S. and Sarah A. (Brown) Bushnell, who came to Wyocena from Jefferson County, New York in 1848. D. S. Bushnell was born in Waitsfield, Vermont, April 5, 1803, and died at Wyocena September 8, 1887; Sarah A. Brown, born at Sprague Corners, New York, March 12, 1823, died at Wyocena, April 12, 1894.

Mr. Bushnell, of this sketch, was educated in the public schools and also attended at the Oshkosh Normal. He taught schools in Wisconsin and Iowa for several years; was a traveling salesman for a number of years; has held numerous local offices, and was the presidential elector from the Second District of Wisconsin in 1904. He has followed other pursuits, but for some time now has edited the Wyocena Advance.

On June 12, 1874, Mr. Bushnell, married Jennie M. Scott of Springvale, who was born February 17, 1854, and died June 5, 1880.

On February 28, 1884, he was united in marriage to Ida A. Westcott of River Falls, Wis., who is a graduate of the Normal School at that place. She taught school for several years; was a teacher in the academy at River Falls for a time and principal of the Baldwin graded schools for two years. Mrs. Bushnell has always taken much interest in educational work; was clerk of the local schools for fourteen years and has been secretary and one of the directors of the County Traveling Library Board since its inception nine years ago.

Mr. and Mrs. Bushnell trace their ancestry back to the first settlements of the New World; her ancestors coming over in the ship William and Francis in 1632, and his on the ship Planter in 1635.

CHAPTER XXIV

FOUNTAIN PRAIRIE (FALL RIVER)

DRAINAGE AND LAND SURFACE—CHESTER BUSHNELL, FIRST SETTLER—DYER, BROWN AND SAGE LOCATE—THE MAGNIFICENT McCafferty—FIRST LAND ENTRIES—SCHOOL AND CHURCH ON SECTION 23—TOWN GOVERNMENT IN RUNNING ORDER—REMINISCENCES OF JAMES C. CARR (BY HIS DAUGHTER, MRS. GERTRUDE C. FULLER)—FIRST BIRTH AND FIRST DEATH—FARMING UNDER DIFFICULTIES—AN OPINIONATED APPLICANT—PUBLIC SERVICE OF CARR AND ADAMS—STORY HE TOLD ON BROTHER SAGE—BENJAMIN SAGE, THE VICTIM—VILLAGE OF FALL RIVER—A. A. BRAYTON, FIRST SETTLER—POSTOFFICE IN 1847—THE VILLAGE SCHOOLS—METHODIST AND BAPTIST CHURCHES—EARLY TIMES IN VILLAGE AND TOWN.

The town of Fountain Prairie lies in the southeastern part of the county, in the first eastern tier of townships, Dodge County being to the east. It received its name from the fact that there was a spring or stream of living water on every section of land save three.

DRAINAGE AND LAND SURFACE

The north branch of the Crawfish River enters the town on Section 18, passes through into 17, 8, 9, 10, and 16, where it unites with the main stream; the south branch enters on Section 30, runs through 31, 29, 20, and 21, and on 16 joins the main stream, which courses through Sections 15, 14, 13, 23, 26, 27, 34 and 35, and passes out from Section 36.

Fountain Prairie lies directly south of the town of Courtland, but is considerably lower than the latter, the dividing ridge veering to the westward. Prairie occurs in the southwestern sections only. Narrow marshy belts are seen in the northern and middle portions. The largest part of the town lies at an altitude of 300 to 350 feet, the extremes being from 250 feet along the Crawfish in the southeastern part to 400 feet

in the northwestern. The streams run in shallow, but well defined valleys.

CHESTER BUSHNELL, FIRST SETTLER

The first actual settler of the town was Chester Bushnell, who arrived in the spring of 1843 and erected a board shanty on Section 33, in the extreme southern part of the town.

DYER, BROWN AND SAGE LOCATE

In September of that year Wayne B. Dyer located, and built the first log house, while about the same time John Brown and Benjamin Sage selected land in the south of the town. Mr. Brown built a log house on his land in Section 34 and Mr. Sage returned to Vermont for his family. In July of the succeeding year Mr. Sage brought his household with him and established a homestead in the same section in which Mr. Brown resided.

Mr. Sage became settled none too soon, as on the 2d of the following month his wife presented him with a daughter, whom they named Martha—the first child to be born in the Town of Fountain Prairie.

THE MAGNIFICENT McCafferty

Belonging to this year of the first pioneer (1843), is the name of H. W. McCafferty. "McCafferty's claim was on Section 21 and adjoining sections. Mac had an eye to a ranch of magnificent proportions. He plowed a few acres and sowed it to winter wheat in the fall of 1843; a very fair crop was harvested, although somewhat injured by the deer feeding upon it. The California gold fever breaking out soon after this, McCafferty was swept along with it. When he returned, part of his claim had been taken up by others and the remainder had been despoiled of its timber; so he abandoned it. Yet his name adheres to the place, as the high ridge of land running through Sections 21 and 15 is known as McCafferty's Ridge."

FIRST LAND ENTRIES

The first entry of land in the town was made by James C. Carr, on July 15, 1843. He settled upon his land in June, 1844, and the railway station at Fall River now occupies a portion of it. Carr was a New

Yorker, held several local offices, but moved to Colorado in 1863. The first death in the town, that of his wife, occurred in August, 1845.

Wayne B. Dyer, the next to enter land, made claims on Sections 34 and 26, in August and October, 1843, but soon afterward sold them and located in the present Town of Otsego, where he was the first settler and the first house-builder.

SCHOOL AND CHURCH ON SECTION 23

Quite a settlement was effected in the southeast corner of the town as early as 1845, and in the fall of that year a schoolhouse was built on Section 23.

The building was also used for religious purposes, irrespective of creed. There Rev. Stephen Jones, N. S. Green, E. J. Smith and other pioneer ministers preached the Word as they saw it. School was held in that little house, summer and winter, until the organization of the town into school districts in 1849, when a better structure was provided for the youth; but the religious elders occupied the church for several years thereafter.

TOWN GOVERNMENT IN RUNNING ORDER

In January, 1849, a township under the name of Fountain Prairie was set off by the Board of County Commissioners from the voting precinct created three years before. The store of A. A. Brayton was designated as the place for holding the first election. There were sixty-two names on the poll list, and Mr. Brayton was elected chairman of the town board; John Q. Adams, superintendent of schools, and Nelson S. Green, treasurer. Thus the township government was put in running order. In the earlier years the most prominent members of the board were Messrs. Alfred A. Brayton, John Q. Adams, James C. Carr, Henry C. Brace, H. C. Field, William H. Proctor and M. C. Hobart.

REMINISCENCES OF JAMES C. CARR

By His Daughter, Mrs. Gertrude C. Fuller

James C. Carr, who made the first entry of land within the limits of the present Town of Fountain Prairie, was among the most widely known pioneers of that section and throughout the county. His daughter, now Mrs. Gertrude C. Fuller, of Merrimack, Sauk County, contributes the following interesting paper concerning her father and several of his

friends who assisted him in making old Columbia County habitable and pleasant:

"James Cary Carr was born at Laurens, Otsego County, N. Y., February 21, 1817, where he grew to manhood; working on the farm during the summer, attending the village school during the winters until he became able to teach. When he had secured enough means to pay his way through the academy at Cazenovia, N. Y., he gave up farming. Later he entered a medical college, but soon gave that up and decided to take his chances in the fast developing West.

"Coming to Wisconsin in 1842, he selected a farm on Fountain Prairie, one mile west of the present village of Fall River, Columbia County. On a little knoll near a spring he put up a small shanty, and also planted a few apple seeds that he had brought West in his pocket. This was his first home and the first orchard started on the prairie.

FIRST BIRTH AND FIRST DEATH

"The following year Mr. Carr returned to New York, where he was married to Mary Ann Self, whom he brought to his new home in a covered wagon, with oxen for a team. They then built a frame house, the first one in the vicinity and were soon joined by John (Scotch) Brown and John Quincy Adams, who being unmarried, boarded with them. Here March 29, 1845, was born the first white child on Fountain Prairie (now Hattie C. Shepard, of Winona, Minn.). In the following August, Mrs. Carr died, the first death on the prairie, leaving Mr. Carr with a five-months' old babe to care for. He hired Mrs. Uncle Tommy Swarthout, who had settled first south of him, to care for the little one and told his friends they must look for a home elsewhere, as he must now batch it. But both begged him to let them share with him till they were married themselves, which he did, and afterward, being a justice of the peace, he performed the ceremony that united John Brown and Caroline Hughes in holy matrimony.

REMARKABLE FRIENDSHIP

"The friendship between these three pioneers was so firmly cemented during these hours of trial, that death alone severed it. These three men were born inside of one year, and Mr. Carr, who died in Linden, Idaho, December 2, 1894, aged seventy-seven years, ten months and eleven days, preceded Mr. Adams just three months and fifteen days, the latter dying March 17, 1895.

FARMING UNDER DIFFICULTIES

"Mr. Carr was remarried to Mary Crocker of Binghampton, New York, the summer of 1846, and continued to reside on the farm. He walked from his home to Green Bay, the nearest land office at that time, to secure his deed, paying \$1.25 per acre for 160 acres. At that time there were only three houses in Columbus. He brought besides the apple seeds in his pockets, five slips of Balm of Gilead trees in his trunk. These grew and from the buds was made a salve which was extensively used by the neighbors for healing wounds as cuts, scratches, etc., and many were the slips taken from these trees, to various parts of the prairie. Milwaukee was their nearest market, and Mr. Carr often told of taking a load of grain there with an ox team, and it would not bring enough to buy a barrel of salt.

AN OPINIONATED APPLICANT

"Before the days of county superintendent of schools, the school board of which Mr. Carr was chairman had to examine the applicants, grant certificates, etc., and I remember many amusing incidents. One young lady insisted that in giving the vowel sounds, e preceding o had the soft sound, and that the abbreviation Co. should be pronounced as So, and No. for number was pronounced No. Elinor Carr, a sister, was one of the first school teachers.

PUBLIC SERVICE OF CARR AND ADAMS

"Mr. Carr was the first justice of peace in Fall River, and held that office consecutively until he resigned when he sold his farm and removed to Columbia in 1863. He was also instrumental in organizing Columbia County, and was the first county clerk. He and Mr. Adams, with one horse and ox, laid out the county road. One would ride a while, then the other. They also located the county seat at Portage. It was through the instrumentality of Mr. Carr that Mr. Adams secured the position of county superintendent of schools, also that of trustee of the Insane Asylum, a position he held for thirty-six (36) consecutive years.

STORY HE TOLD ON BROTHER SAGE

"One of the many amusing anecdotes Mr. Carr always enjoyed relating was in connection with Captain Sage, a neighbor. Mr. Sage was rather a devout person, and seldom did any work on Sunday. When he

digging the cellar for his new house he was quite anxious to rush it along. One Sunday morning, Mr. Carr, as was often his custom, was walking around his fences, when near Mr. Sage's place their lands joined, he heard a noise and carefully stepping near he saw the Captain digging busily. He stepped behind a tree and in a sepulchral voice said, 'Remember the Sabbath day to keep it Holy!' Captain Sage stopped, listened, looked around and seeing no one, got out of the cellar, carefully wiped his shovel, went to his house and labored no more that day.

"Much more might be written of those early days, but other more gifted pens can more fully do justice to those brave and hardy Pioneers who have done so much to make our noble state what it is today."

BENJAMIN SAGE, THE VICTIM

Benjamin Sage was among the first half dozen to settle within the present limits of Fountain Prairie and, although not especially prominent in the public affairs of the town, was always considered one of its best citizens. At his death in August, 1871, the Columbus Democrat says: "Benjamin Sage died at his residence in Fountain Prairie on Tuesday last of apoplexy. He was sixty-seven years old and was among the pioneer settlers of Columbia County. Twenty-eight years ago this autumn he came to this county and selected his farm and future home. There was only one family living in the present township of Fountain Prairie. It was necessary at that time to go to Green Bay to purchase, as the land office was then situated there. This journey he made on foot. The intervening country was then inhabited by Indians only. Roads and hotels at that period were, of course, not among the conveniences found by travelers. John Brown had selected an eighty adjoining the prospective farm of the Captain. With a single exception, these claims were the first two made in the township. These two pioneers made the journey to Green Bay together. The friendship formed during that trip was as lasting as life. Either could have adopted as his own the words of David lamenting for Jonathan: 'Very pleasant hast thou been unto me; thy love to me was wonderful, passing that of a woman.' He has resided at the same location ever since. He was a good citizen, order-loving, public spirited and a democrat of the old school."

VILLAGE OF FALL RIVER

Fall River, the only village in the Town of Fountain Prairie, is located on Crawfish River, a tributary of the Rock, and has the advan-

tage of a good water power. It was incorporated as a village in 1903, and is a leading station on the Chicago, Milwaukee & St. Paul Railroad. The largest industries of the village are the Fall River Canning Company and the Fall River Mills, the former being one of the largest plants of the kind in the country. The chief products of the mill, which is a three-story building on the north branch of the river near the east end of the village, are buckwheat and graham flour and coarse feed. Wheat flour is handled at wholesale.

Fall River has also a creamery, a bank and a house which does a good business in lumber and building materials, as well as several stores. Its school is graded and efficient, and the Methodists and Baptists have societies to meet the religious needs of the community.

A. A. BRAYTON, FIRST SETTLER

Fall River was founded before the Town of Fountain Prairie, in which it is situated. A. A. Brayton is credited with its fatherhood. In 1837 he moved with his father's family to Wisconsin, and in the following year settled at Aztalan, where he kept a small variety store.

In 1846 Mr. Brayton purchased the southwest quarter of Section 26, Township 11, Range 12, in what is now the Town of Fountain Prairie. He drew up a plan of the village, proceeded to erect a sawmill and opened a store. The sawmill he continued to operate for six years, and in 1850 erected a large gristmill. Not long after Mr. Brayton disposed of his interest in the latter—which was the origin of the Fall River Mills, before mentioned.

POSTOFFICE IN 1847

One of the first things attended to by Mr. Brayton was to petition the Government to establish a postoffice at this point, which was done early in 1847. The founder of the village had no competitor for the postmastership.

THE VILLAGE SCHOOLS

In 1850 a schoolhouse was built in the village, the district being designated as No. 1. By 1856 the house was found to be too small to accommodate the number of pupils in the district, so another was added in that year. Other improvements in both accommodations and educational system have since been made, so that the Union School of the present Fall River meets with every reasonable requirement.

To the original plat of Fall River, made by Mr. Brayton in 1846, Eli Grout made a small addition. On the completion of the Chicago, Milwaukee & St. Paul Railroad in 1864, S. L. Batchelder made a second addition in the vicinity of the depot. Previous to 1880 many streets and blocks of land had been vacated, reducing materially the original plat.

METHODIST AND BAPTIST CHURCHES

The Methodists and Baptists have societies at Fall River. The former organized as early as 1844, the locality at that time being connected with the old Aztalan circuit. It was almost entirely an organization of Smiths—Clark (at whose log house the meeting was held), Martha, Sarah and Rev. E. J. Smith—and Mrs. Aaron E. Houghton. A log schoolhouse was erected soon after, and the meetings transferred to it. As the population of the village increased, the society was moved thither. In 1855 a church edifice was erected for the use of the Methodists, and in 1875 was rebuilt and enlarged.

In 1847 a Baptist society was formed at Fall River, and in March, 1867, became legally organized as "The First Regular Baptist Church and Society." A church edifice was erected in 1869. The present society is in charge of Rev. Thomas W. Gales, who also serves the Baptists of Rio and Otsego.

EARLY TIMES IN VILLAGE AND TOWN

In reviewing the old times of the village and the town, an early settler says: "In 1845 A. A. Brayton entered the land for the mill-site and the village of Fall River, where he built a sawmill in 1846 which furnished all the sawed lumber that was used in the construction of hundreds of log houses in this region. White oak boards were considered good finishing lumber in 1846. Brayton opened the first store in town in the fall of 1846, using a slab shanty for his store. This year (1846) was known to the early settlers as the sickly season. Fever and ague and chills were very prevalent. In many neighborhoods there were not well ones enough to care for the sick, and some left the country because of its unhealthfulness.

"The town lying in the forks of the Crawfish, which is skirted with timber, was a favorite hunting and fishing ground for the Indian. Then it was right in his pathway from the Rock River to the Portage between the Fox and Wisconsin, and deep trails were worn across the prairie where for many a long year the savage had led his squaw and his pony. For several years after the first settlement the Indian was wont

to visit these old hunting and fishing grounds; but he was not the Indian of song and story—only a miserable, thieving, begging, cowardly specimen of humanity. Deer and the prairie hen were the principal game that the early settler found, and they were very abundant. Many a family subsisted almost entirely for weeks together upon food obtained by hunting and fishing.”

CHAPTER XXV

OTSEGO TOWNSHIP (DOYLESTOWN)

PRESENT VILLAGE OF DOYLESTOWN—WAYNE B. DYER WAS FIRST SETTLER
—VILLAGE OF OTSEGO—LAND OWNERS OF THE PRESENT DOYLESTOWN
—TOWN OF OTSEGO ORGANIZED—PLAT OF DOYLESTOWN RECORDED—
FIRST IMPROVEMENTS—A BOOM—COLUMBUS TOO SWIFT—SCHOOLS
AND CHURCHES.

Doylestown is an incorporated village in Otsego Township, southeastern part of the county, and is a station on the Chicago, Milwaukee & St. Paul Railroad. It is in the prairie region and the center of a good agricultural and dairy district.

PRESENT VILLAGE OF DOYLESTOWN

As potatoes are so readily raised in the country roundabout, Doylestown has three warehouses to accommodate growers and shippers. It has the second largest creamery in the county, its plant being only exceeded in output by the Lodi creamery. The Doylestown concern turns out over 250,000 pounds of butter yearly. The village has a number of general retail stores, and is in the line of advancement among the villages of the county.

A good graded school and Lutheran and Catholic churches supply the educational and religious needs of the community, while the Modern Woodmen of America and the Catholic Order of Foresters add to the sociability of the place.

WAYNE B. DYER WAS FIRST SETTLER

Wayne B. Dyer, who was the second settler in what is now the Town of Fountain Prairie, remained in that section of the county only eight

or nine months, and in May, 1844, came to the present Town of Otsego. He located on Section 22 and erected a log house in which to live and entertain the weary traveler; since, of settlers, he was the first.

VILLAGE OF OTSEGO

Being on the direct route between Milwaukee and Stevens Point, Mr. Dyer prevailed upon quite a number to settle around his hostelry, so that by December, 1847, the postoffice of Otsego was established, named after the New York village. Other hotels than that conducted by Mr. Dyer were built and patronized, and the village attained a fair degree of prosperity until 1864, when the Chicago, Milwaukee & St. Paul Railroad was completed to Doylestown, two miles north.

LAND OWNERS OF THE PRESENT DOYLESTOWN

In 1848 Orin Kincaid entered a tract of land about ten miles west of Columbus, not far from the present station and Village of Doylestown. This was the first entry in the vicinity, and Daniel James was the first who settled adjacent to the site of the village. In 1849-50, Damon C. Starr and Eason Starr purchased land on which was afterward platted the Village of Doylestown.

TOWN OF OTSEGO ORGANIZED

At a meeting of the county commissioners held in January, 1849, all of Township 11, Range 11, was organized into a town to which was given the name of Otsego, as many of the early settlers came from that section of the Empire State. Orin Kincaid was the first chairman of the town board and held the position for a number of successive years.

PLAT OF DOYLESTOWN RECORDED

For about ten years there was much rivalry between the Village of Otsego and the little settlement further north, promoted by Mr. Kincaid, the Starrs and others. The coming of the railroad in 1864 left no doubt as to which was to survive. In March of the following year Lemuel H. Doyle purchased of Damon C. Starr 120 acres in the southeastern quarter of Section 11 and of Eason Starr 115 acres in the northeastern quarter of Section 14, with the express purpose of locating

a village thereon. On the 26th of August, 1865, Alfred Topliff, county surveyor, completed and recorded the plat of the Village of Doylestown, in which is perpetuated the name of its founder.

FIRST IMPROVEMENTS

David Metcalf, a former resident of Columbus, erected a store in the summer of 1865, being the first in the village. He conducted it for about four months, or until it was burned. From that time until 1868 no improvements were made in the place, and in January of that year only four families resided in Doylestown.

A BOOM

Mr. Doyle, who had stood by his child, determined that it should have a start, and made a public offer to give a lot free to anyone who would build thereon. His offer was so acceptable that during the year about thirty houses were erected. Eaton & Canfield built during the Doylestown boom a \$2,500 elevator, with a storage capacity of 15,000 bushels. Mr. Eaton died shortly afterward, and the elevator was burned in July, 1876.

COLUMBUS TOO SWIFT

Besides the hard luck which seemed to follow Doylestown, the village was too near Columbus, which had been incorporated before Mr. Doyle's child had been platted. Columbus had already a fine start in the race and Doylestown, although it made a game fight for a time, eventually fell far behind.

SCHOOLS AND CHURCHES

The first schoolhouse built near where the village was laid out was completed in 1859. In 1869 a larger and better house was erected. The first teacher in the new schoolhouse was Miss Emma L. Holmes. Doylestown is now in Joint School District No. 6.

In the year when the village was platted (1865) the Catholics organized a society, which is still in existence. The Methodists also had an early organization, and the Protestant Episcopalians established a church in 1877; but, as stated, the Lutheran Church, of a much later date, is the only religious body to share the local field with the Catholics.

CHAPTER XXVI

ARLINGTON (TOWN AND VILLAGE)

LEADER IN AGRICULTURE—CLARK M. YOUNG, FIRST TOWNSMAN—EVOLUTION OF ARLINGTON TOWNSHIP—FIRST SCHOOLS—PIONEERS OF RELIGION—THE FIRST OF THE VILLAGE—IMPORTANT 1871—BRISK, PLEASANT VILLAGE OF ARLINGTON.

Arlington, which is in the southern tier of townships, is at the top of the watershed and has an average altitude of 500 feet. In the northern row of sections the high ground breaks down abruptly 200 feet toward the headwaters of Rowan's Creek. With this exception, its land is generally a rolling prairie of fertile soil and rich grasses.

LEADER IN AGRICULTURE

The Town of Arlington is therefore finely adapted to both agriculture and live stock; and this is no haphazard statement, since the county assessor himself gives the figures to prove that it is first, among the towns of the county, in the acreage devoted to corn and oats, and second and third, to barley and grasses. Arlington has also made a specialty of the raising of swine and is second only to West Point in that industry. Altogether there is no better agricultural town in Columbia County than Arlington. Its only village was named after it.

CLARK M. YOUNG, FIRST TOWNSMAN

The Town of Arlington was settled more than thirty years before the village, its first permanent resident being Clark M. Young, who located on Section 1 (in the extreme northeast of the township) in the spring of 1838. For six years he had the field to himself. J. Pratt came in 1844, and from that year until 1850 the leading settlers were N. Van Winter, Nathan Hazen, William A. McIntosh, Fred Starr, Hugh McFarlane, Jeremy Bradley, Mark Meadowcraft, John Franklin, Usual

Youngs, George Bradley, A. P. Smith, Isaac N. Brown, H. N. Joy, Thomas Rassou, Samuel D. Drake, Ambrose Powers and Henry Hill.

EVOLUTION OF ARLINGTON TOWNSHIP

Upon the organization of the county in 1846, the east half of Township 10, Range 9, was included in the Lowville Precinct, and the west half with other adjoining territory became the Pleasant Valley Precinct. In 1849 the east half of this township, together with Township 10, Range 10, and the south half of Township 11, Range 10, was organized into a town to be known as Lowville; the west half, with Township 10, Range 8, and fractional part of Township 10, Range 7, was at the same time organized under the name of Lodi. In 1850 the east half, with Township 10, Range 10, was organized as Kossuth; the west half being unchanged.

In 1855 all of this township, except Sections 6, 7, 18, 19, 30 and 31, was organized into the Town of Arlington. For many years the effort was made to have these sections restored to the town. The courts were appealed to, but could give no redress. The Legislature was then asked to pass a special act for this purpose. Although this was refused, the state body authorized the county board of supervisors to adjust the matter. With this authority, the board passed a resolution permitting the change, provided the town would assume the proportionate amount of the Town of Lodi to the west, which would be collected from the owners of the sections named. This was accordingly done, and the Town of Arlington assumed its present bounds.

FIRST SCHOOLS

Usual Youngs, mentioned as among the early settlers, taught the first school in the town in the summer of 1847. During the succeeding spring a log schoolhouse was built on Section 1, and in the fall of that year (1848) Miss Sarah Richardson taught the first term of school therein.

The first school in the central part of the town was on Section 22, and was taught by Miss Caroline A. Foster in 1854.

PIONEERS OF RELIGION

Rev. Henry Maynard, the Methodist itinerant, preached the first sermon in the Town of Arlington in the summer of 1845. Clark M. Young, the pioneer, threw open his log house for the purpose. No church

was formed until 1854, when Rev. T. Lewis, a Presbyterian minister of Lodi, preached at the house of A. P. Smith.

THE FIRST OF THE VILLAGE

The population of the town increased slowly; in fact, it received no stimulus until 1870, when the Madison & Portage Railroad was built through its eastern sections. At that time a station was located on Section 13, to provide the farmers with facilities for the shipment of grain and stock; that was the commencement of the Village of Arlington.

IMPORTANT 1871

In 1871 Mrs. Sarah Pierce and David Bullen platted the village upon the section named, the former owning the land on the north side of the main street and the latter the land upon the south side. During the summer of that year Winslow Bullen built the first house within the village limits, George McMillan opening a store in the lower story and the upper floor being occupied as a dwelling. About the same time the railway station was completed; the village was considered a fixed fact.

In this, important 1871, John McMillan also erected Arlington's first hotel and continued to conduct it for a score or more of years.

Charles and George Ginther did not open the first blacksmith shop until 1875, the former erecting the first building used exclusively as a dwelling house. George married Miss Nellie Shanks in December of the following year, and they were the first couple to become thus noted.

BRISK, PLEASANT VILLAGE OF ARLINGTON

The Village of Arlington is the banking and trading center of a productive agricultural section; has a grain elevator, a farm implement depot, a lumber yard and a number of substantial business houses. The oldest of its business establishments is the prosperous house of G. McMillan & Son. Its founder and senior proprietor is the George McMillan noted in the sketch of the village as its first merchant. He was also its second postmaster, and he and his son, Gabriel McMillan, have held down that office for nearly forty years. The firm of G. McMillan & Son was formed in 1898, and deal in general merchandise, lumber, cement and coal.

G. McMillan, Sr., is also president of the Arlington State Bank, which was opened in 1910 and carries average deposits of \$100,000.

The village has a good public school and a Lutheran Evangelical Church, and is altogether a brisk, pleasant rural community.

CHAPTER XXVII

TOWN OF LODI (OKEE)

A PRETTY, HEALTHFUL TOWN—GEORGE M. AND MARSTON C. BARTHOLOMEW—REV. HENRY MAYNARD AND WIFE—A HUNT FOR "MILWAUKEE WOODS"—ORGANIZATION OF THE TOWN—MATURED PUPIL WRITES OF FIRST SCHOOL—VILLAGE OF OKEE—EXPECTED LAKE—HISTORIC ITEMS.

The Town of Lodi in the southwestern part of the county has a rather broken and picturesque surface, with only small tracts of marshy land along Spring Creek. It is skirted south and east by the edges of the high limestone country, which send out ragged projecting points. This is noticeable on the approaches to the Village of Lodi from the east, which really border on the impressive. North and west of this limestone edge the general surface is from 200 to 300 feet lower; but the lowlands include a number of tablelands, which reach the altitude of 500 or 600 feet attained by the limestone country to the south and east. Considerable areas of prairie occur in Southern and Eastern Lodi. The principal stream is Spring Creek, which heads in Dane County, over the southern line, traverses the town from southeast to northwest with a fall of sixty feet, and empties into the Wisconsin River at the extreme northwest corner of West Point.

A PRETTY, HEALTHFUL TOWN

From this general description, the reader will infer that Lodi is a pretty, healthful town in which to reside. If it were not, its first settlers would not have been the Bartholomews. Why? Listen, as they say in the old-fashioned fairy stories: though this is but a plain, unvarnished tale.

GEORGE M. AND MARSTON C. BARTHOLOMEW

"In the spring of 1844," says an authorized account of their coming, "G. M. Bartholomew, then a citizen of Illinois, being advised by his

physician to seek a better climate than that state afforded, visited Lodi Valley and determined that either here or in Portage Prairie he would in the future reside. Returning to Illinois, his description of Lodi Valley so charmed his brother, Marston C. Bartholomew, that the latter also determined to emigrate; therefore, in the early spring of 1845 he bade farewell to his family and sought out the 'land of promise.' He arrived here in March, located a claim and erected, with the aid of a friendly Indian, his cabin upon the east half of the southwest quarter of Section 22. George M., the brother, came back in April, 1845, and selected the southeast quarter of Section 22.

REV. HENRY MAYNARD AND WIFE

"In May of the same year Rev. Henry Maynard settled upon Section 21. Mr. Maynard brought his family with him, his wife being the first white woman in the valley. In September the two Bartholomews brought out their families, and in December following James McCloud came and settled upon Section 27. These four were all the settlers in this town during that year."

These first settlers of the Town of Lodi established their homes just northwest of the present village, which was founded by Isaac H. Palmer on Section 27 in 1846.

A HUNT FOR "MILWAUKEE WOODS"

"When the first settlers came, in 1845, they found about two hundred Indians encamped on the creek near where the village of Lodi was afterward located. These were mostly Winnebagoes; a few were Brother-towns. During that season they were peaceable and friendly, and in the fall they all disappeared. In 1847 they came back to the number of about eighty, with their chief, and encamped on the creek below where the Bartholomews had settled. They soon began to show their natural propensities, and the property of the settlers occasionally disappeared. G. M. Bartholomew returned to his home, after an absence of a few days, and found the Indians had stolen a part of his hogs. He went to the chief and complained. The chief denied, but the complainant insisted and resolutely told Mr. Chief that he could have till the next morning when the sun was 'so high' (telling him how high, by pointing) to be off. The chief promised to be off at once and to go to the 'Milwaukee woods.'

"Thereupon Bartholomew roused the settlers to the number of about twenty-five and the next morning, when the sun was 'so high,' they

appeared at the spot with horse and gun, but the Indians had left. Fearing they might again encamp near enough to continue their depredations, our cavalry followed their trail, and found them just striking their tents on Rowan's Creek in the town of De Korra. As the settlers approached the camping ground, they were discovered by two Indian hunters, apparently going out to bring in some game, who, seeing the fearful array and fearing more to follow, turned their ponies and rapidly returned. The pursuers halted and Bartholomew went forward to the camping ground and inquired if that were the 'Milwaukee woods.' The chief answered 'No;' whereupon he was informed he could have just five minutes in which to make his departure. At the expiration of the time named, the redskins were on the move. The pursuers followed at a respectful distance as far as Poynette, or where the village was subsequently located, and then returned to their homes. The Indians never reappeared to make further trouble."

The Bartholomews had other honors come to them during the first years of their residence in the town. For instance, Josephine Bartholomew came to her parents, G. M. and Catherine, on April 30, 1846; and she was the first white person born in Lodi.

ORGANIZATION OF THE TOWN

Pleasant Valley Precinct was organized in 1846, upon the creation of the county. It embraced the same territory as was included in the Town of Lodi, which was organized in January, 1849. On April 3d of that year the first election for town officers was held at the log schoolhouse, about a quarter of a mile northeast of the Village of Lodi.

The voters were called to order by Isaac H. Palmer, upon whose motion George M. Bartholomew was chosen moderator and James O. Eaton, clerk. Marston C. Bartholomew was chosen chairman of the Board of Supervisors. There were thirty-seven votes cast for the three supervisors and the other town officers. The hotel of Freedom Simons, in the Village of Lodi, was chosen as the place for holding the next annual meeting, and \$100 was voted to be raised by taxation to defray the expenses of the town for the coming year.

MATURED PUPIL WRITES OF FIRST SCHOOL

A little log schoolhouse was built in 1846 on Section 27, the pupils being in care of Miss Mary Yockey. More than a quarter of a century afterward, Mrs. S. J. Andrews (one of the scholars) thus speaks of this first school in the town, thus: "That primitive institution of learning,

which contained no desk but a board fastened at a convenient height for the purpose against the wall, or rather logs; seats of the plainest kind with no backs, and a floor through the crevices of which snakes and mice often emerged to our delight, was situated upon the rise of ground then shaded by lofty wide-spreading oaks, near where Mrs. Bower's house now stands. And the boiling, bubbling springs at the foot of the hill; the leafy coverts so admirably arranged for miniature housekeeping, and other considerations, drew the round-eyed, wriggling pupils full many a time, from the sight of the not-too-vigilant schoolmistress, under cover of the weak subterfuge of 'studying in the shade.'



MILL DAM, OKEE

"I think I see them now, gay gamboliers in verdant summer bowers, their rippling laughs and gleeful shouts sounding strangely far-off and echolike adown the corridors of time. Play on blind-folded children, types of innocency and thoughtlessness, for just before you on life's journey are tears and open graves, thorns that will tear your tender feet, and icy windstorms that may blast or cover with perpetual snow the fragile buds of promise in the gardens of your hearts. Or if your steps grow laggard from weariness, go in to your indulgent teacher and con your right-soon forgotten tasks. There are lessons for you in the future of distrust and indifference, which contact with a world without a heart must teach. They will be bitter oft-times, and you cannot forget them though you would."

VILLAGE OF OKEE

Okee, a station on the Chicago & North Western Railway a few miles northwest of Lodi, is located on Spring Creek, a tributary of the Wisconsin River about two miles from the parent stream. Its industries consist of a fair-sized flour and feed mill and a small distillery. It has a good general store, a district school and a Presbyterian Church. Services are held in the schoolhouse, as in the olden times. The banking facilities required by the farmers of the locality and the establishments of the village are obtained through Lodi.

EXPECTED LAKE

Okee is banking on the completion of the dam across the Wisconsin between a point opposite its site and Prairie du Sac, on the other side of the river in Sauk County. The back-water will form a body adjoining the station which is to be called Lake Okee, and the people of the locality expect the creation of a pretty summer resort, with all the implied trade and new life.

HISTORIC ITEMS

Okee is one of the oldest settlements in the county. Samuel Ring located at the water power in 1847 and built the first sawmill. It passed through a number of hands, and in 1858 T. S. Wells erected a more modern plant on the east side of the creek. He put in a planing mill and circular saws, and devoted the old mill to the grinding of feed. In 1869 Mr. Wells sold the mill power to John Brownrigg, who erected the present gristmill in 1875.

Seth Bailey settled in Okee in 1854, becoming joint owner in the sawmill with Dr. Miller Blachley, and platted the village in 1858.

CHAPTER XXVIII

TOWN OF DE KORRA

ROWAN SETTLES AND OPENS HOTEL—PAPER SEATS OF JUSTICE—VILLAGE OF DE KORRA—FIRST GRIST MILL IN SOUTH-CENTRAL WISCONSIN—RAILROAD GO-BY A DEATH BLOW—THE SPELLING OF DE KORRA (?)—RAILROAD STATION OF HARTMAN.

A little cluster of buildings on the eastern banks of the Wisconsin River in the northwestern part of De Korra Township is the relic of Kentucky City, once the seat of justice of Portage County (before any courts were sitting within what is now Columbia County), and the predecessor of the Village of De Korra which was once quite flourishing—as villages went in those days.

ROWAN SETTLES AND OPENS HOTEL

Both the village and town of De Korra are very important, however, in connection with the history of Columbia County. It was the northeast quarter of the southeast quarter of Section 34, in this township, that Wallace Rowan, generally accepted as the first settler of the county, entered as his homestead, on the 6th of June, 1836. He built thereon a union dwelling house and hotel, and, although lodgers were somewhat crowded and had neither private baths nor telephone service, Mr. and Mrs. Rowan made them all feel at home and gave them plenty to eat, which treatment they craved far more than the luxuries. Rowan's Hotel was on the outskirts of the present Village of Poynette, which was laid out by J. D. Doty in 1837.

Judge Doty also entered a part of Section 5, as well as Sections 7 and 8, adjoining the Wisconsin River in the northwestern part of the present town, about three weeks after Mr. Rowan had entered his land in the southeast. The able and enterprising judge was behind Kentucky City, Sections 5 and 6, in 1837.

PAPER SEATS OF JUSTICE

Portage County was organized in December, 1836, and the seat of justice was established at Winnebago City, which had been platted two months before on the south shore of Swan Lake, about opposite the present grounds of the Country Club. On the 12th of January, 1838, the county seat was moved to Kentucky City, where it remained until 1844, when it was transferred to Plover, in the present County of Portage. As Portage County up to 1844 had remained attached to Dane County for judicial purposes, neither Winnebago City nor Kentucky City actually became "seats of justice."

VILLAGE OF DE KORRA

In the fall of 1842, Thompson & Trimble, Ohio men, became owners of the greater part of Sections 5, 6, 7 and 8, including the site of the paper village of Kentucky City. They sent out J. W. Rhoads and Thomas C. Nelson, as their agents, to build a mill, lay out a village and establish a store at that locality.

The Village of De Korra was thus laid out, the plat being recorded January 7, 1843. Its site, that of Kentucky City, was considered ideal, on account of the fine landing at that point.

FIRST GRIST MILL IN SOUTH-CENTRAL WISCONSIN

The mill, a short distance outside the village limits, was completed that year, and was the pioneer industry of the kind in South-Central Wisconsin. In 1844 there was no grist mill at Madison, Baraboo, Portage, Wyocena or Columbus, and during the first years of its operation grists were brought from distances as far as thirty or forty miles north of Portage. The first grist, which was of corn, was ground for Thomas Robinson, of Caledonia, known for so many years as "Daddy" Robinson. Although it is possible to trace the history of this famous mill property, it is beyond our purpose, and those who still remember it and cling to its past, may find all the details in the old histories and musty files of newspapers.

RAILROAD GO-BY, A DEATH BLOW

For years the Village of De Korra was not only the center of a large milling trade, but an important distributing point for lumber, and a large area of country extending as far south as Madison was supplied

thence. Quite a village sprung up around the landing, but the building of the Madison & Portage Railroad, several miles to the east in the early '70s, gave it the quietus.

THE SPELLING OF DE KORRA (?)

As to the spelling of the name, there have been innumerable disputes, and A. J. Turner has this to say: "This town was named after the famous Winnebago Chief of that name. The spelling of the name of it, as here given, is as it was finally adopted by the Board of County Commissioners of Columbia County, although it was first spelled with one 'r.' It usually appears in the Wisconsin Historical Collections as 'DeKauray.' Perhaps the spelling is a matter of taste as the old chief never spelled his own name at all. It sometimes appears as 'Decorra,' 'Dekorrah,' 'Decorah,' 'DaKouray,' 'Dekora,' 'Decorri,' and if there is any other way in which it can be spelled it has probably been spelled that way, too. 'Dekorra,' however, was himself named 'De'arrie' after Sebrevoir De Carrie, an officer in the French army who was mortally wounded at Quebec in 1760, and who had previously been a fur trader among the Winnebago Indians. The old chief was a reputed grandson of De Carrie, but that may admit of some question, for the Dekorras that still abide with us do not give much evidence of ancestors of high degree, although the old chief was worthy of the high esteem in which he was held by the whites. So it would seem that the 'Dekorra' of today, traced back to its origin, is 'De Carrie.' "

As our old friend remarks, "If there is any other way in which it can be spelled, it has probably been spelled that way, too;" for the reader of this history may remember that the author has adopted the spelling of De Korra. There is only one consensus of opinion, and that is that the name is a French derivation, and we therefore believe that the distinctive "De" should be retained, as it is in several of the county maps of today.

RAILROAD STATION OF HARTMAN

Hartman, a station on the southern division of the Chicago, Milwaukee & St. Paul Railroad in the Town of De Korra north of Poynette, was named after Joseph Hartman, a blacksmith by trade, but a farmer by occupation during the later years of his life. In 1849 he came to Columbia County from Carroll County, Indiana, and settled on a farm in the southwest quarter of Section 10. Mr. Hartman was a justice of the peace for over thirty years and long postmaster at the station which was given his name when the Madison & Portage Railroad came through in 1871.

CHAPTER XXIX

TOWN OF COURTLAND (RANDOLPH)

RICH AND BEAUTIFUL PRAIRIE LAND—THE IRISH PIONEER—"CHESTNUT," SAYS PAT—OTHER ARRIVALS OF 1844-45—HORACE RUST—PIONEER HAPPENINGS—BECOMES COURTLAND TOWNSHIP—RANDOLPH (WEST WARD).

The Town of Courtland, in the northeastern part of the county and in the eastern tier of townships adjoining Dodge County, is one of the most prosperous parts of Columbia. The Chicago, Milwaukee & St. Paul Railroad passes through its northern sections. Located on that line are Cambria, a small portion of which extends into Randolph Township, and the Village of Randolph, whose West Ward only is in the Town of Courtland.

RICH AND BEAUTIFUL PRAIRIE LAND

Courtland is one of the fertile and beautiful prairie towns in the northeastern part of Columbia. Its largest tract of that nature is a continuation of the prairie region of Randolph, occupying the northeastern portion of Courtland, then narrowing and extending in a south-westerly direction nearly across the town, and finally widening again toward the western line. Most of the town lies on the divide between the headwaters of the Rock and Wisconsin systems—the Middle branch of Duck Creek, a tributary of the latter heading in Courtland Township. Notwithstanding this physical fact, the surface is generally quite level with an altitude of about 350 feet. The divide is very gradual and the streams which drain the town are quite small. Everything about the region is peaceful and harmonious, and if the evidences were not visible, the visitor would instinctively say "Here is a fine dairy country." Such is truly the case.

Although the first settler of the town was an Irishman, the majority of its pioneers were Welshmen, and there is probably no village in the

United States which stands so distinctively for that nationality, and which is so widely known in that connection as Cambria.

THE IRISH PIONEER

Patrick Chestnut, an Irish emigrant, came first, and after making his home in Pennsylvania migrated still westward into Wisconsin. On July 29, 1844, he located his claim upon Section 3, in the north of the present town. As an Irishman enjoys telling stories on his best friends, so do his friends reciprocate the compliment. So we shall tell the yarn with some grains of allowance which has to do with Chestnut.

"CHESTNUT," SAYS PAT

It is said that when Patrick came to this country he was so ignorant of backwoods life that he had never seen a tree felled. But one day he desired to cut down a tree; so he shouldered his ax and dashed into the high timber, trusting to his mother wit to be extricated alive. With confidence he attacked a forest monster, cutting completely around it at an equal distance, being faithfully assisted by his son. When well into the heart of the tree, he stepped back, took off his cap and scratched his head to consider the matter carefully. He did not dare to push the tree over, for fear of accident. It was already trembling and he did not dare to cut any further, as he did not know which way it would fall, seeing that he had given it an equal chance on all sides. So cautioning his son to leave the tree alone, he went several miles to a neighbor, who did the remainder of the cutting on one side and let the weight of the tree do the rest.

It may be Chestnut told the story on himself, but his Wisconsin friends always insisted that his Pennsylvania neighbors made it so warm for him by repeating the tale, in season and out, that he was forced to migrate. But when he arrived in Section 3, Town of Courtland, he was a seasoned pioneer, and soon erected a comfortable house on his claim. There he spent the remainder of his life, engaged in farming. From all accounts he was an industrious, old-style gentleman, and his demise (November, 1878), even in his ninetieth year, was much regretted by his neighbors who were all his friends.

OTHER ARRIVALS OF 1844-45

In the fall of 1844 J. Jess became Mr. Chestnut's associate, and in the summer of 1845 William Bump, James Buoy, Nathaniel Wilkins,

Jonathan Moulton, Horace Rust and William Toby located. A short time afterward came a large colony of Welshmen and their families; and from that time on, for a number of years, the land was rapidly taken up by actual settlers.

HORACE RUST

Of the settlers mentioned as among the arrivals of 1845, Horace Rust became as well known as any. He was a Vermont man and a canal contractor, and was forty-seven years old when he located in Courtland. He had been living for the preceding two years with Doctor Mills, of Walworth County, Wisconsin, who was then a territorial senator.

In 1845, with his two sons, Henry and Mills, and a yoke of oxen, he entered Courtland, and built a log house into which he moved with his family in the following year. He used to relate that after finishing his house he and his sons started on their return to Walworth. At that time the old road to Columbus and Watertown made an extensive detour to the west and went to Otsego to avoid impassable swamps. The pilgrims took an early breakfast that morning, and the ox-line did not bring them to Otsego until late in the afternoon. Mr. Rust always spoke of his substantial dinner that day at W. B. Dyer's log tavern in Otsego as the best meal he ever ate in his life.

At an early day, Mr. Rust and Squire Topliff (long a resident of Columbus), were engaged for some time in surveying, and they laid out the road between Columbus and Cambria. The former was appointed postmaster of the so-called Portage Prairie postoffice, situated on the old military road, with a weekly mail. Later the postoffice was moved to Centerville, three miles north of the present Cambria, in the Town of Randolph, and placed in charge of Squire M. W. Patton, the absorbent character of that region. When the town was organized in 1849, he was elected one of its supervisors; also served as county treasurer and twice as postmaster of Cambria. Mr. Rust died in April, 1879—a hearty, good, useful man.

PIONEER HAPPENINGS

In the fall of 1846, was born the first white child in the Town of Courtland—Marshall, son of Nathan and Harriet Swain.

William Bump and Sarah Griffith contracted the first marriage in the summer of 1847.

The first school was taught by William S. Chestnut, in the spring of 1847. His dozen scholars met in an upper room of Jonathan Moulton's dwelling.

BECOMES COURTLAND TOWNSHIP

In 1846, when the county was organized, the present Town of Courtland was Leroy Precinct; when the towns were created in 1849, the precinct became Portage Prairie, and the house of Horace Rust was selected by the Board of County Commissioners as the place for holding the first election for town officers. On November 19, 1852, the name of the town was changed to Courtland.

RANDOLPH (WEST WARD)

The West Ward of the little Village of Randolph is situated in Columbia County, the remainder, containing the bulk of its population of 1,000, being in Dodge County. To be a little more accurate, about one-fifth of its people are with us. The first plat of the village was made December 2, 1857, principally on the farm of Abiel Stark, together with five acres held jointly by him and John Converse. In April, of that year, Mr. Converse had erected the first building on the present site of the village, using it as a dwelling.

The village was first given the name of Converseville. It was afterward changed to Westford, after the Dodge County Township in which its eastern territory is situated. For the first thirteen years after it was platted the village was attached to the Town of Westford, but in the winter of 1869-70 the Legislature passed an act incorporating it under the name of Randolph, designating the portion in Section 1, Town of Courtland, Columbia County, as the West Ward. The first charter election was held March 8, 1870.

CHAPTER XXX

DEAD AND PAPER TOWNS

BAD CONDITIONS FOR BIG CITIES—CHAMPION TOWNSITE MAN—BALTIMORE CITY—WISCONSINAPOLIS—CANAL TO STIR THE PORTAGE PEOPLE—EASTERNER LOOKING FOR WISCONSINAPOLIS—FIRST SETTLERS COME TO TOWN—THE VILLAGE OF NEWPORT—JOSEPH BAILEY AND JONATHAN BOWMAN, BACKERS—IN 1855 CONTAINED 1,500 PEOPLE—MAKING ALL SAFE AND SOUND—THE SLIP AND FALL—FOUNDERS MOVE TO KILBOURN—NEVER MORE THAN PORT "HOPE"—WISCONSIN CITY.

In every growing American community more enterprises miscarry than are born into stable life. Men's ambitions far outrun their means. They have seen wonders performed by others based on nothing more substantial than wind and tissue paper—so why should not the Fickle Goddess float their way?

The bolder of these seekers after fortune do not rest with trials to plant private enterprises, but would be builders of cities. Columbia County has had its full share of these adventurers, as we have intimated heretofore and as we shall attempt to finally prove in this chapter. We shall open the story with a presentation of the most noted scenes of their birth—the Town of Pacific, and the shores of Swan Lake as a whole.

BAD CONDITIONS FOR BIG CITIES

The Town of Pacific is west of the center of Columbia County, hugging the great bend of the Wisconsin River and lying east and southeast of the City of Portage. The Fox River, which enters the town from the northeast through Swan Lake, flows west and northwest to Portage. The main stream of Duck Creek, a tributary of the Wisconsin, waters the central sections.

Pacific is decidedly a town of lowlands, and originally about half its territory was marsh land, and in times of floods from the Wisconsin,

before the construction of the levees, was largely under water. Such conditions have retarded its settlement and progress.

Despite these drawbacks, which would seem obvious, no town in the county has been the scene of so many grand schemes which never progressed farther than paper, and most of them were proposed before a single settler had found a foothold on its soggy soil.

CHAMPION TOWNSITE MAN

The beautiful shores of Swan Lake furnished the most popular sites for these paper towns, each of which hoped to become the territorial capital. It might better be said that Mr. Larned B. Harkness, the champion townsite man, hoped that lightning would strike somewhere among his cluster of cities in what are now the towns of Pacific and Wyocena. Ida was one of his creations, just within the present Town of Wyocena, on the north shore of the lake near its eastern end, while on the opposite side was his Winnebago City. The latter was one of the earliest of the paper cities to be recorded, the Brown County records showing that its plat was filed October 24, 1836.

BALTIMORE CITY

About this time Mr. Harkness also platted Baltimore City on Section 33, in the Town of Pacific near where Duck Creek empties into the Wisconsin River. Mr. Turner notices this third of the Harkness cities as follows: "The city never become densely occupied, McEwen's little tavern, erected principally for the entertainment of the rivermen who tied up their rafts occasionally at the mouth of Duck Creek, having been the only building, I think, in the city, and that disappeared long ago. But the 'lone grave' that the wayfarer saw for many years, on the south side of the creek, near the roadway, to the east, surrounded by a palisade, still remains (although I think the pickets have disappeared) and John Hamilton is the sole tenant of Baltimore City. Hamilton was a Scotchman who entertained himself with his bag-pipe and gave eternal rest to the neighbors and found his own, away from home and kindred, under the little mound on the banks of Duck Creek. At the time of his death he had a small brickyard in the village of Kentucky City (De Korra) which was not far away."

WISCONSINAPOLIS

Wisconsinapolis was the name of even a more ambitious townsite on the north shore of Swan Lake, near its western end and located on Sec-

tion 1, Town of Pacific, and Section 36, Town of Fort Winnebago. It was executed by C. McDougall and Dr. Lyman Foot, the army surgeon of Fort Winnebago, and filed January 3, 1837. Wisconsinapolis joined the military reservation on the west, and gave it the advantage of a sort of official air in the competition for the seat of the territorial government. A public square was laid out near the middle of the plat 824x912 feet, and another a little to the east of the ponds adjacent to Stone Quarry Hill, Section 36. These little lakes were designated "good water." There does not appear to have been any conveyances of lots in this town plat, nor does it seem to have been ever formally vacated. "The journals of the Territorial Legislature, however, do show that when the location of the territorial capital was under consideration in the legislative Council in 1836, Wisconsinapolis received on one ballot six of the thirteen votes. This was probably more complimentary than in earnest, for Wisconsin City, in the Town of West Point, received a like vote, as did Portage; and a dozen other points were complimented in like manner on subsequent ballots, Madison being finally selected."

CANAL TO STIR THE PORTAGE PEOPLE

Soon afterward another scheme was launched to boom Wisconsinapolis, Winnebago City, Baltimore City, et al. The scheme was the building of a canal from Swan Lake to Lake George, and thence down Duck Creek to the Wisconsin. This was calculated to get on the nerves of those who supported the Portage Canal. In 1838 the Territorial Legislature passed an act incorporating the Marquette & Swan Lake Canal Company. James Duane Doty, Lieutenant Hovey, of Fort Winnebago, and others, were the incorporators, and it is believed that the fine hand of Mr. Harkness was also concerned. But the schemers made no more progress in connecting the cities of Swan Lake with Baltimore City, near the mouth of Duck Creek, than to build a little tavern at the west end of the lake and run a ferry across its neck to the site of Wisconsinapolis.

EASTERNER LOOKING FOR WISCONSINAPOLIS

Henry Merrell relates that upon one occasion an eastern gentleman, who had heard inspiring tales of these cities around Swan Lake, came into his store at Fort Winnebago and inquired at what hour steamboats left for Wisconsinapolis. He was told that at the time boats were very irregular, but he could direct him to the place. The man then inquired which was the best hotel. Mr. Merrell declined to answer that question, as he did not wish to injure his popularity as a business man by showing

partiality in the case. A few hours afterward, when he returned from the city, where no building larger than an Indian wigwam had ever been erected and where twenty-five white men had probably never set foot, he drove rapidly by, neither looking to the right nor the left.

FIRST SETTLERS COME TO TOWN

The first settlers did not commence to arrive in the Town of Pacific until these paper towns had been dead and forgotten a decade. The pioneer of them all was Henry Jennings, who came in 1849. He was followed by Stephen Calverly, H. Holden, John W. Lawrence and Benjamin Dow, in 1850; N. H. Wood, 1851; William Bates, J. W. Porter, Moses Bump, Daniel Marston and Jonathan Pegg, 1854, and Amasa Porter, Joshua Calkins, J. L. Porter and Griffin Smith, 1856.

The town was set off from Portage City in 1854, and N. H. Wood, who had the honor of naming it, was elected the first chairman of the board.

With the protection of Pacific from the flood waters of the Wisconsin, and the drainage and reclamation of its lowlands, there is no reason why the town should not develop agriculturally and prosper substantially.

THE VILLAGE OF NEWPORT

Although not a paper city, the Village of Newport, originally located two miles south of Kilbourn City, has been dead for more than half a century; but its life, lasting from 1850 to 1860, was based almost entirely on "expectations;" first, that the La Crosse & Milwaukee Railroad would cross the Wisconsin River there, and secondly, that the Wisconsin River Hydraulic Company would build a dam and create a water-power there, with resultant trade and industrial life.

JOSEPH BAILEY AND JONATHAN BOWMAN, BACKERS

The prime backers of Newport were Joseph Bailey and Jonathan Bowman. Mr. Bailey (not then General) made the first claim on land afterward platted as Newport, in 1850, and in the following year was joined by Mr. Bowman (not then Honorable). The latter was a lawyer, and they were both bright, vigorous young men. The attorney had a little more money than his companion, and the two pooled their issues and proceeded to promote a village. Others settled near the water-power and thought well of the village scheme, and when the Legislature of 1852-53 passed acts authorizing the Milwaukee Railroad people to

bridge the river at that point and others (including Messrs. Bailey and Bowman) to construct a dam across the Wisconsin from Section 15, the outlook seemed bright indeed. The developers of the water-power were also authorized to erect mills, construct wharves and do many other things which looked very grand on paper.

IN 1855 CONTAINED 1,500 PEOPLE

By entry and private purchase Messrs. Bailey and Bowman had obtained 400 acres of land extending for a mile and a half along the east banks of the river and overlapping the present Village of Kilbourn City. They surveyed most of this tract and called it Newport. Then the owners of the land on the west side of the Wisconsin in Sauk County laid out a village which they called Dell Creek. Lots in Newport were no sooner placed on the market than they brought exorbitant prices, and the summer of 1854 witnessed the erection of a number of dwellings and business houses. By 1855 the village contained 1,500 inhabitants, with thirteen large stores, other business houses and three hotels.

MAKING ALL SAFE AND SOUND

Bailey & Bowman, as well as the incorporators of the water-power scheme, to make all secure, obtained bonds from Garret Vliet, of Milwaukee, Byron Kilbourn's representative, that the railroad should cross at Newport, the consideration for which, on the part of the proprietors of Newport, was a one-half interest in their 400 acres to be transferred to said Kilbourn as president of the La Crosse & Milwaukee Railroad. Then Messrs. Bailey, Bowman and Vliet proceeded to survey the balance of the 400-acre site.

THE SLIP AND FALL

In some way the railroad company induced the promoters of Newport to relinquish the Kilbourn-Vliet bonds, and then centered all the enterprises which had been promised to Newport at Kilbourn City. To make a long story of hopeless struggles short, the supporters of Newport lost every point they contended for, and in the later '50s they gave up the fight. Some of the buildings of the place were moved to Kilbourn City bodily; others were torn down and the material taken away for erection elsewhere. Merchants who had been doing a business of from \$20,000 to \$100,000 a year could not sell enough goods to pay expenses, and one by one they boxed up their effects and sent them to other parts, until, in

the summer of 1860, but one firm remained. In October following Freeman Longley quietly followed the example of his fellow merchants, and the Village of Newport was dead.

FOUNDERS MOVE TO NEWPORT

Mr. Bowman was one of the last to leave, and did not change his residence to Kilbourn until 1862. Both he and Mr. Bailey afterward shared in the respect and admiration of the village which lived. General Bailey had already won recognition in the Union Army, and Mr. Bowman had commenced his long service for his people in the State Legisla-



DR. GEORGE W. JENKINS

One of the founders of Newport

ture and as a republican of national standing. Locally, Jonathan Bowman accomplished as much for Kilbourn City as any man who ever lived within its limits.

NEVER MORE THAN PORT "HOPE"

Port Hope, for many years a postoffice in the southwest quarter of Section 3, Town of Fort Winnebago, was platted as a town site by Jonathan Whitney. Mr. Whitney was a young man from Vermont, who came to Wisconsin in 1844, and, after living in Milwaukee as a grain dealer and in Green Lake County as a farmer, became a settler of that part of Columbia County in May, 1848. He selected a homestead in the southwest quarter of Section 3, and the platting of Port Hope on his farm land expressed his state of mind in regard to the location of a

landing or port in that locality by the Fox and Wisconsin Rivers Improvement Company. Mr. Whitney obtained the establishment of a postoffice there by that name. This he kept for thirty years or more, his more arduous duties being performed in connection with his profession as a private and county surveyor and in his capacity as supervisor, justice of the peace, etc. But Mr. Whitney never realized his dream of a landing at Port Hope, although the English colony of potters commenced to run a ferry across the Fox in the section adjoining his property to the west.

WISCONSIN CITY

Attention was first called to what is now the Town of West Point by the platting of Wisconsin City, on various parts of Sections 8, 9 and 17. It burst upon the public in 1836, and was designed to be a competitor for the territorial capital. Its site was upon a beautiful plateau, and the natural situation was befitting any actual grandeur, but it never materialized into so much as a hamlet with a blacksmith shop. Yet in one of the reports of the Wisconsin State Historical Society in 1872 occurs the following: "Among the maps preserved by our Historical Society is an engraved plat of Wisconsin City, without specific date, but made in 1836, 19x28 inches in size, and certified by John Mullett, United States Deputy Surveyor. It shows that this paper city was located on the south side of the Wisconsin River, on Sections 8, 9 and 17, Township 10, Range 7, situated in a bend of the river on a beautiful eminence commanding a splendid view of the stream, with two long public landings fronting the river; a beautiful square for territorial use of two blocks; Franklin, La Fayette and Washington squares, each four blocks—each block 260 feet square; three market places, three blocks in length and 200 feet wide; streets from 60 to 100 feet wide. Isaac H. Palmer, of Lodi, confirms this description, adding that he visited the place in 1837 with a view of purchasing the city. It was then, he says, in all its glory, with the stakes all standing, or enough to show the public grounds." Prosaic farms now occupy the former site of Wisconsin City, and there are no remains of its former glories—not even the stakes to outline the public grounds.

CHAPTER XXXI

COLUMBUS AND WYOCENA (TOWNS)

THE TOWN OF COLUMBUS—FIRST SETTLEMENT—TOWN ORGANIZED—BIRDSEY A "LIVE WIRE"—WYOCENA TOWNSHIP—GOOD WATER-POWERS—FIRST WHEAT AND CORN RAISED—SETTLERS OF 1845-46—TOWN ORGANIZED—U. S. REGULARS ROUT CLAIM AGENT—GRIST MILL BELOW WYOCENA.

In the towns of Columbia County which have developed important centers of population there are always numerous matters of interest and which have a distinct bearing upon sectional history. That such facts may not be omitted we present the following chapter, which is an addendum to the histories of the City of Columbus and the villages of Pardeeville and Wyocena.

THE TOWN OF COLUMBUS

The Town of Columbus is mostly low and level, lying farther down the Rock River slope than Fountain Prairie. It is well drained by Crawfish River and Robbins Creek, tributaries of the Rock River. A small prairie extends into the northwestern sections of the town, and marsh belts occur along the streams in the northern half of the town, where the general altitude is from 250 to 280 feet. The southern and southwestern parts of the county lie higher, reaching from 300 to 400 feet. Altogether it is a very fair grazing country and supports a considerable number of horses and sheep.

FIRST SETTLEMENT

The first settlement of the town was at what is now the City of Columbus, and was promoted by the agents of Lewis Ludington in 1839-45. In the summer of 1843, the cabin of T. C. Smith was the only house northwest of what was then the incipient Village of Columbus until Fort Winnebago was reached.

TOWN ORGANIZED

On the 16th of July, 1846, the Board of County Commissioners organized a voting precinct called Columbus. Its territory afterward included the towns of Columbus and Fountain Prairie, but on January 9, 1849, the board organized the town as now constituted, designating the house of A. P. Birdsey as the place for holding the first election.

BIRDSEY A "LIVE WIRE"

Mr. Birdsey was what, in this day, we would call a "live wire." He was a Connecticut Yankee. He was twice married, and the father of two children before he was twenty-one; before he was twenty-seven he had cleared a New York farm with his own hands and run a hotel for some time. In the spring of 1840 he came West and settled at what is now Waukesha, Wisconsin; soon afterward, moved a little farther west into Jefferson County, and within four years was the owner of eight "forties" near the village by that name and a big yellow tavern within.

Mr. Birdsey sold his property and moved to the Town of Columbus in the spring of 1844, first speculating and making money in cattle and then becoming a resident of the village and one of its foremost men. He bought farms, hotels and stores, laid out additions, and always sold out at a profit whatever he touched. In 1865 he moved to a farm near McGregor, Iowa, where he died August 6, 1869. His remains were brought to Columbus, where they were buried with Masonic honors.

There was probably no citizen more widely known in village and town than A. P. Birdsey. As stated by a friend: "His life was a varied one. Impetuous and erratic in his nature, he was full of generous impulses, and the history of his life would include a record of many good and not a few noble actions."

WYOCENA TOWNSHIP

The Town of Wyocena has little to say for itself in the way of agriculture, although its soil grows some potatoes, rye and wheat. On the other hand, there is no section in the county whose transportation facilities are better. In 1857 the northern division of the present Chicago, Milwaukee & St. Paul Railroad was completed through its northern sections, with Pardeeville as the town station, and afterward the La Crosse division of the same road was built through the southeastern, central and western sections, with the Village of Wyocena as the station within the township.

GOOD WATER-POWERS

The town is well drained by the north and middle branches of Duck Creek, a tributary of the Wisconsin, and the Fox River, with two of its lake expansions, attends to the northern parts. The result is a number of good water-powers, which have had a large bearing on the development of both Wyocena and Pardeeville, as well as on the general progress of the town.

FIRST WHEAT AND CORN RAISED

Major Elbert Dickason made the first permanent settlement within the town in the spring of 1843, and built his house and hotel and raised wheat on the present site of Wyocena Village, which he named and founded. There also he died on the 9th of August, 1848.

Benjamin Dey moved thither in January, 1844, spending the winter with the major, and the summer following made the first entry of land on Section 10, between Wyocena and Pardeeville. There Mr. Dey raised the first corn in town.

SETTLERS OF 1845-46

In 1845 Aaron Hodgson settled on Lot 4, Section 3, and was the first to locate in the northern part of the town.

In 1846 many others became permanent settlers in the town, such as Charles and Chauncey Spear, Darius Bisbee, S. H. Salisbury, Hervey Bush, Dr. Richard C. Rockwood, Philip Hipner and Willis W. Haskin. Mr. Bush built the first frame house on the southwest quarter of Section 22, just south of the Village of Wyocena, which was afterward moved over the section line into 27.

TOWN ORGANIZED

When the county was organized in 1846 what is now the Town of Wyocena was united with Marcellon and Springvale as Wyocena Precinct, and in that year the first election was held at the house of Major Dickason. Wyocena was organized as a town April 3, 1849, and the first election was held at the house of Doctor Rockwood. Darius Bisbee was chosen the first chairman of the Board of Supervisors, and Daniel S. Bushnell, the second.

U. S. REGULARS ROUT CLAIM AGENT

Benjamin Dey, who made the first settlement in the town outside the Village of Wyocena, related the following incident as an illustration of the difficulties encountered by the first comers before they could feel really settled upon their lands: "After traveling around Wisconsin for some time, I did not see any place that suited me any better than where the old log house stands on Section 10. I inquired of the Major if it was claimed by anyone, and he told me it was claimed by Charles Temple, son-in-law of Captain Low. So I went to Portage with the intention of buying it of him. He asked me if I wanted it for the purpose of selling it, or to settle on and improve it. I told him I wanted to settle on it. He said I was welcome to the claim for that purpose. After I had built my house and moved into it, I received a letter from the Claim Society stating I was on C. Dinon's claim and I could accept of three offers:—I could stay on the claim peaceably by paying \$100, or I could give it up to them, or I must leave the country, as they would drive me out.

"I took the letter and went to the fort, as Portage was then called, to see my friend, H. Merrell. He sent for Captain Jewett and Lieutenant Mumford and showed them the letter, which stated the time when they were coming to pay me a visit; that they had paid Mr. Lewis, of Columbus, a visit, and Mrs. Diefendorf, of Lowville, a visit. Captain Jewett and Lieutenant Mumford said they had six good wagons and teams, and they would be on the ground in one hour's notice with six wagon-loads of regulars. I sent a letter back by the same man who brought it to me—to the Reverend Claim Club Company—that I was not willing to capitulate on any of their terms; that the only proposal I had to make to them was an open-field fight on said prairie, by their giving me two hours' notice, and the victors to hold the spoils; but I was never troubled with that party after that."

GRIST MILL BELOW WYOCENA

In the summer of 1851 John Hunter and A. B. Winchell commenced building a grist mill on Duck Creek, half a mile below the Village of Wyocena. The mill was completed and commenced operations the next winter. It was burned in November, 1852, and rebuilt by Benjamin Dey in 1853.

Both the early and late history of the Town of Wyocena is so interwoven with that of the villages of Wyocena and Pardeeville that the reader is referred to the sketches of those places, in order to form a complete picture of this portion of the county.

CHAPTER XXXII

CALEDONIA AND LEEDS

CALEDONIA, THE LARGEST TOWN—DRAINAGE AND SURFACE FEATURES—
FARM AND TIMBER LANDS—FIRST FARMERS OF THE COUNTY—FIRST
PERMANENT SETTLER—"DADDY" ROBINSON AND JOHN PATE—SCOTCH-
MEN NAME TOWN, CALEDONIA—DAUGHTER OF PAUQUETTE LIVING IN
TOWN—TOWN OF LEEDS—CHIEF OF THE FORAGE TOWNS—FIRST LAND
CLAIMS AND SETTLERS—LEEDS CENTER—ORGANIZATION OF TOWN—
POSTOFFICES—FIRST NORWEGIAN CHURCH.

With Caledonia and Leeds the author commences the presentation of what may be termed the rural townships of Columbia County, in the sense that they contain no villages. Some of them have no local post-offices or lines of railroad within their bounds. But none are without the radius of the rural deliveries, or far from the lines of transportation and the village banks; and, better still, the little schoolhouse and church is never well out of sight of the most isolated agriculturist. Our times are such that none can be shut away from his fellows unless he so wills it; and many of these so called rural communities are far more comfortable and happy than the dwellers in the villages and cities.

CALEDONIA, THE LARGEST TOWN

Caledonia is the largest town in the county, and has never departed from its rural nature. There is neither a postoffice nor a railroad within its limits. It has eight little schools, half as many churches and about the same number of cemeteries as churches. Yet it is interesting to examine either physically or historically. Its territory consists of fifty-four full and fourteen fractional sections of land lying within the great bend or elbow of the Wisconsin River.

DRAINAGE AND SURFACE FEATURES

The Baraboo River flows through its northern sections from the west into the Wisconsin, the larger streams with their tributaries watering

the land with altogether too much profusion until the levees took a hand in regulating them. The lands of the town are generally undulating, with numerous bluffs and high hills, which are found in different parts of the town, particularly along the Wisconsin River.

On the Baraboo River are numerous marshes or meadow lands, and some prairie in the northern part. Generally the land is much lower than the quartzite ranges, or Baraboo Bluffs, which extend into the town from Sauk County, converge in the northeast and turn the waters of the Wisconsin southward. Its average altitude is from 200 to 300 feet, while the outlying bluffs in such sections as 9, 10, 15, 16 and 21 reach altitudes of from 450 to 540 feet. Some of these rise abruptly from the north bank of the Wisconsin, and have directly opposite to them on the southern shore, the similar bluffs of De Korra, causing for a short distance an unusually narrow bottom.

FARM AND TIMBER LANDS

This combination of lowlands and valleys, rivers of large volume and obstructing bluffs and ranges has not only retarded the growth of Caledonia, but been a constant menace to Portage in seasons of high water. Since the building of levees in Caledonia, Lewiston and the City of Portage, much heretofore useless land has been reclaimed so that the town now stands next to Leeds as a grass country. About 3,000 acres in the town are cultivated to forage, or grasses, half the area thus devoted by Leeds, and it is second only to Randolph, in the northeastern part of the county, as a raiser of milch cows. More than 1,800 crop its young grassy lands. Caledonia has by far the most standing timber of any other section in the county. Over 7,000 acres still remain covered with forest growths, while De Korra, across the Wisconsin, its nearest competitor in this regard, has but 4,300 acres. Originally Caledonia was a fine orchard country and apples were raised in considerable quantities. It now leads as a fruit town, having at last accounts over 7,000 bearing trees.

FIRST FARMERS OF THE COUNTY

The first farms in the county were opened up in Caledonia. Peter Pauquette cultivated the pioneer of its kind as an object lesson in behalf of the Government to the Winnebago Indians, and taught them how to raise grain and vegetables.

The first American farming done in the town was by Gideon Low, on the place that used to be called Black Earth; but as the captain had to

"tend his hotel" he hired a half-breed to cultivate the farm, so that neither Pauquette nor Low can have the honor of being the first settled farmer to coax the soil of Caledonia.

The third farm established in the Town of Caledonia was by John T. De La Ronde, the educated Frenchman, who married into the De Korra family after he reached the portage as a clerk of the American Fur Company, and became a strange combination of Winnebago Indian, scholar, trader and farmer. De La Ronde broke ground in 1838. The later years of his life were spent in quiet and contentment on his Caledonia farm, where he died in March, 1879.

FIRST PERMANENT SETTLER

The first permanent settlement made in the town was by Alexander McDonald, who built a claim shanty on the northwest quarter of Section 2, Township 11, Range 8, in June, 1840. Madam Pauquette was then living on the west bank of the river, four years after the tragic death of her husband, trading with the Indians; also a half-breed named Leambro, who was farming some old Indian lands on the bluff in Section 27, south of the Baraboo, and also trading with the Winnebagoes.

"DADDY" ROBERTSON AND JOHN PATE

In June, 1841, Thomas ("Daddy") Robertson took up a claim north of the Baraboo River. He boarded at LaFayette Hill's, in what was then Kentucky City, the forerunner of the Village of De Korra, but soon became a fixture with which the town could not dispense; for "Daddy" Robertson was a Scotchman by birth and a dry wit and a warm-hearted man by nature, who was salt and sun wherever he wandered—in the town, or over into the City of Portage, or to any other point in the county.

In 1842 John Pate, another Scotchman, settled on Section 36, nearly opposite the site of Kentucky City, and the scenes of preparation for the birth of De Korra Village. Others came anon, several of them being soldiers from Fort Winnebago who had tired of garrison life, and, like Captain Low, hungered for a stable home.

Both Daddy Robertson and Mr. Pate were popular among the settlers of the town and served in many offices in connection with its government.

SCOTCHMEN NAME TOWN, CALEDONIA

Mr. Robertson died on his Caledonia farm November 7, 1872, and Mr. Pate at his homestead in Caledonia, December 19, 1879. Both left de-

scendants to bless their good names. They and other hearty Scotchmen were insistent that the town should be named Caledonia, when, in 1852, it was organized from De Korra; and thus it became known. Mr. Pate was the first chairman of the new town board.

DAUGHTER OF PAUQUETTE LIVING IN TOWN

There is still living on Section 28, Town of Caledonia, the granddaughter of Joseph Crelie and the daughter of Peter Pauquette. As the widow of Mitchell J. Brisbois, a French fur trader, she married Thomas Prescott, a Canadian farmer, who came to that part of Caledonia from Marathon County, Wisconsin, in 1862. Their union occurred November 25, 1866, and on February 1, 1867, her Grandfather Crelie died at the Caledonia homestead, supposedly in his 141st year, having lived in the Pauquette family for sixty years.

Mrs. Prescott says her father seemed to have a presentiment that he was not going to die a natural death, and told his family that in case he should be killed he wished to have H. L. Dansman appointed as the guardian of his children. This was done in accordance with his wishes. Soon after her father's death in 1836 she was taken by the Yellow River Mission School, in Iowa, where she remained some time. Then she worked for a family named McDowell in Iowa about two years, not knowing that she had any property, and supposing herself to be an object of charity while at the school. She was found in this situation by Henry Rice, of Minnesota, who knew her family and reported the facts to the school management. She was then sent to school for three years in St. Louis, when she returned to Wisconsin and has lived within its bounds ever since. She says that at the time of his death her father was the owner of thirteen sections of land, and that the heirs have received little benefit from the property. Mrs. Prescott has always been a devout Catholic and, as stated elsewhere, one of the most joyous acts of her life was performed only a few years ago, when the remains of her beloved father were rescued from an unmarked grave and she finally restored them to the consecrated grounds of her church.

TOWN OF LEEDS

Like Caledonia, the Town of Leeds is almost entirely agricultural. No effort has ever been made to locate a village within its limits, although at an early day Leeds, North Leeds, Leeds Center and Keyser were established as postoffices, but, with the later coming of the rural delivery, its facilities of intercommunication have been sufficient.

CHIEF OF THE FORAGE TOWNS

The town is located virtually on the top of the watershed between the Wisconsin and Rock rivers, has a surface of rolling prairie and a general altitude of from 450 to 570 feet. Its soil is so well and equally watered that all grasses are abundantly grown. The land is neither dry, nor drowned out by flood waters. Consequently Leeds is chief of the forage towns, devoting more than 6,000 acres, or over one fourth of its area, to the hay crop. It has also a larger area given up to barley than any other town in the county.

FIRST LAND CLAIMS AND SETTLERS

The first entry of land in the Town of Leeds was made October 3, 1844, by John Dalziel, and consisted of the northwest quarter of the southwest quarter and the southwest quarter of the northwest quarter of Section 26.

Prior to this time LaFayette Hill made claim on Section 14. He erected a log house, which, in his absence during the winter of 1843-4 was burned by the Indians. The claim was made over to others, and Mr. Hill moved into what is now the Town of De Korra. Others came and went in 1844, those of more permanent character being Thomas Dalziel, William T. Bradley, Charles B. Thompson and Henry Waterhouse.

The first school in the town was held on the corner of the northwest quarter of the southwest quarter of Section 14 in 1848. In 1850 a log schoolhouse was erected which burned down the first winter, and the following year a stone house was erected, which served District No. 1 until June, 1878, when a good frame house was erected.

LEEDS CENTER

This schoolhouse, which still stands, at the postoffice of Leeds Center, was established in 1856, chiefly through the efforts of Dr. R. A. Squires who became its first postmaster. Leeds Center was then on the stage lines from Beaver Dam to Lodi and from Madison to Portage, and the little settlement which sprang up in 1856-57 with the schoolhouse, the postoffice, the tavern, the blacksmith shop and two general stores as outward evidences of progress—these institutions and a number of dwelling houses in friendly touch came as near being a village as any center of population in Leeds Township. But most of those evidences have since disappeared.

ORGANIZATION OF TOWN

The Town of Leeds was organized in 1850, but did not attain its present area until 1855. In the latter year it set off to Arlington the east half of the township by that name, making each a full township. From its first organization the town meetings have been held at Leeds Center.

POSTOFFICES

In 1854 Leeds postoffice was established in the southwestern part of the town, with William P. Bradley as postmaster; North Leeds in 1858, Humphrey McKinney postmaster; and Keyser in 1876, Benjamin Braeson postmaster. The southeastern part of the town, in which the postoffice last named is situated, was largely settled by Germans and Norwegians, who have always been considered industrious and valued settlers.

FIRST NORWEGIAN CHURCH

As already stated, on the 27th of March, 1847, the first Norwegian Evangelical Lutheran Congregation in Columbia County was organized by Rev. I. W. C. Dietrickson in that part of the Town of Leeds as Spring Prairie Congregation, and the first services were held at the house of Sjur Reque. The original society consisted of settlers residing in the towns of Leeds, Hampden, Otsego and Lowville, the membership afterward including Norwegian Lutherans in the more western towns of Arlington and De Korra, Columbia County, and in several townships over the southern line in Dane County. They were finally organized into three congregations—Spring and Bonnet Prairies, this county, and Norway Grove, Dane County. The large church in the Town of Leeds was erected in the extreme southeast near the Dane County line.

CHAPTER XXXIII

JAMES R. HASTIE'S RECOLLECTIONS

"OLD DADDY" ROBERTSON'S FAIR—THE SETTINGS—EVERYTHING AND EVERYBODY TURNED LOOSE—NO OTHER LIKE FAIR OF 1861—LAST DAY OF DE KORRA HOME GUARD—BIG BILLY WOOD GETS EVEN—LIVE STOCK EXHIBITS—CAN WE BEAT THESE?—NO MORE DADDY'S FAIRS—A MYSTERY STILL—KENTUCKY CITY—ITS ONE BUILDING—THE POOR MAN'S COURT—DIXON'S FIRST CASE—HONOR TO THE WESTERN PIONEER—LAND SPECULATORS CROWD OUT SETTLERS—VILLAGE OF DE KORRA AT ITS BEST—IN THE MELTING POT.

James R. Hastie, now in his eighty-second year, is one of the pioneers of the Town of De Korra and Columbia County. He has been a resident of that part for fifty-eight years. In his early manhood he taught school, has been chairman of the town board for several terms, treasurer of the county, and otherwise prominent in public affairs. Mr. Hastie is therefore well qualified to write of early affairs connected with the old Village of De Korra, near whose site he has so long resided, as well as the mellow old times of the early '60s in the town of Caledonia, just across the river. He is one of the associate editors of this history, and, among other events which some of the old settlers will recall with a warm stirring of the blood, writes of the "Caledonia Fair at Thomas Robertson's, familiarly known as Old Daddy, the biggest and best farmer in the town, if not in the County of Columbia."

"OLD DADDY" ROBERTSON'S FAIR

The event occurred in September, 1861, such annual gatherings being always held in that month. This fair at Daddy's, however, Mr. Hastie holds to be the greatest of its kind ever pulled off, Mr. Robertson being the most wonderful host of his day. The writer says: Caledonia is a fluffy, hilly town of many excellent farms, and very much the home of the Indian, with still some remnants of him left. At one time it had an

Indian farm, where the Red Man was given lessons in agriculture by Captain Low of Fort Winnebago, but the Scotchmen had a covetous eye for it, and came hither by instalments until it was a veritable Scotland; and they brought with them their manners and customs, their festivals and their fairs, and, of course, their toddies and toasts.

THE SETTINGS

“The Caledonia Fair was an annual September affair; sometimes at the Indian Farm, oftentimes at Alexander McDonalds (first settler of the town) opposite Portage, or at John Pierson’s, the old raftsmen, whose home was further down on the bank of the Wisconsin River; where plenty of whisky of some sort could be had. There were no restrictions as to how much was wanted, or drunk upon the spot; youth was no bar, neither was old age. Temporary dining halls were thrown up, in which a hundred could sit down at tables glistening with frosted cakes.

“A farm field was the Fair Grounds, and it took acres to hold the visitors. A genuine Scotch rivalry existed among the biggest farmers—those having the most stacks—for the fair was largely held in the open fields, among the stacks of grain or hay and in the farm buildings.

“The fair was inaugurated before any revenue tax was put upon intoxicants, and very small licenses were charged for their sale; hence there were plenty of lunch and drinking stands in evidence; and often before the day ended the evidence was convincing. The second year of the Civil war, with its revenue laws and widespread excitement over bloody battles and sieges, was the last during which the Caledonia Fair was held.

EVERYTHING AND EVERYBODY TURNED LOOSE

“Few of this day have an idea of the magnitude of the round-up of all classes at these fairs, prior to that year—how they flocked to them for miles around; and this one of September, 1861, was the greatest of them all. It was like the Babel of the Bible—a gathering of all the tongues, vagues and brogues. The fair at Daddy Robinson’s capped the climax.

NO OTHER LIKE FAIR OF 1861

“The Caledonia Fair of 1861 was held among acres of grain and hay stacks, and everything was turned loose to the gathering public. They were given the freedom of the entire premises. Refreshments were sold,

liquid and solid; drinking and smoking without restraint, among stacks of grain, in barns and granaries. The gathering began soon after sunrise, and the host remained until the 'shades of night were falling fast.' Then the lads and lassies sought the Alpine Heights of Jim Allen's House, to have it out in dance and prance. Everything was filled—yard filled, house filled, dancers filled, prancers filled. The hilarity went on, from start to finish, without diminish, through a dark and dismal night till broad daylight before it took its flight. Never again, while trees grow and water runs, will there ever be such a gathering in the locality of where the Town Hall of Caledonia now stands.

Will there ever be brought together again such a Wild-Wester, such an aggregation, such fiddlers and dancers? Didn't they four it down and didn't they hoe it down!—the Bills and the Bobs, the Jacks and the Daves, the Toms and the Tims, the Als and the Ikes. And there were maidens and matrons to match. All under the one thatch, from cellar to garret—it all belonged to the dance.

LAST DAY OF DE KORRA HOME GUARD

Only one Jap. Sage ever existed; and he fiddled there. He was also the drummer for the De Korra Home Guard. That was their last day on earth as an organization. They performed their last evolution at the Daddy Fair. They were organized by Captain William Ryan shortly after the bombardment of Fort Sumter. The Captain had been a British soldier and the Sumter affair stirred his fighting blood. So he called together the Home Guard and drilled them in marching and evolutions; taking some of the awkwardness out of the boys. Their regular uniforms were red flannel; shirt trimmed with black velvet, with brass buttons (eagles on them); black pants, with red stripe down the legs; gray caps. Perhaps fifty wore uniforms, and as many more drilled without. They were a handsome and sturdy body of men, but did not enter the service as an organization. A majority of them went to the war—as infantrymen, cavalrymen, artillerymen, sharpshooters and in the naval service. Most of them were volunteers; only a few drafted. Some were in the Iron Brigade.

The first man killed at Pittsburg Landing was one of the Home Guard—George Hillman, of the Eighteenth Regiment Wisconsin Volunteers. Captain William Ryan served in the Iron Brigade; was wounded several times and lived for years afterward at Baraboo. Timothy O. Kennedy, first lieutenant, was a member of the Light Artillery service and died before the conclusion of the war. Few remain at this date who were members of the company at the Caledonia Fair in September, 1861.

"The Home Guard was the main attraction of the day at that famous event, although there was a company of volunteers present under Captain Christy, of the Eleventh Regiment. For some reason the Home Guard, whose members were a superior looking body of men, did not fraternize with the volunteers. Many times they had hot words and nearly came to blows. It was a big day for John Barleycorn to show his prowess.

BIG BILLY WOOD GETS EVEN

"One can hardly picture Big Billy Wood, infuriated at a stand-keeper who sold fruits and candies and gave him change for a 50-cent piece, instead of for the \$10-gold piece paid over by the customer. Billy had come to the fair with some hundred dollars of shining eagles, and this dishonest stand-keeper thought to bunko him, but was somewhat astonished when Billy raised one of his barrels of apples over his head and smashed it to the ground as if it had been a bag of peanuts. The apples came out of both ends of the barrel and rolled under the feet of the bystanders, while Billy, to make havoc more complete, snatched out of the earth one post of the awning as he went by, brought down the tent in a heap and threw the stake out among the crowd. He never looked back for his change, but his stalwart six-foot-six, carrying 240 pounds of Scotch bone and sinew, had had its fling, and felt satisfied.

LIVE STOCK EXHIBITS

"The exhibits of cattle and horses were indeed a credit. Teams of horses were often finely matched and well broken. The same was true of the ox-teams, and there were many in use with proficient drivers. Much teaming for long distances before the railroads were built had given men experience in managing teams; if any comparison with the present is made, it is safe to say that teamsters were more skilful fifty years ago than today.

CAN WE BEAT THESE?

"The fertile, virgin soil produced the best of products. One is forced to exclaim, What wheat—spring and winter—oats, corn and rye, barley and buckwheat! So we had beer for the brewing and pancakes for the frying. Such pumpkin fields, yellow with them. Garden stuff galore, and then some more! And turnips and cabbage, beans and peas—all grew in astonishing quantity and quality. Such melons—musk and

water! Wild plums and crabapples, and garden fruits of all kinds, grew in perfection. The Fair was always well supplied with all of these. Then there were plenty of dairy products. Both butter and cheese, skillfully made, were among the exhibits. All these things told of a land of plenty, showing the reward of the husbandman.

NO MORE DADDY'S FAIRS

"Yea, Yea! It is safe to say of fairs of the present day, with their balloon ascensions and flying machines, big race tracks, baseball and football attractions—that we have farmers' fairs no longer; no more Daddy's fairs among the stacks of grain and hay.

A MYSTERY STILL

"And as I look back at that occasion—why Old Daddy's beautiful stacks and the entire premises were not burned on that breezy, boosy day, with hundreds of pipes and cigars burning among them, is yet one of the mysteries which I have never been able to fathom."

KENTUCKY CITY—ITS ONE BUILDING

Mr. Hastie has the following to say regarding Kentucky City, which once waited on Fortune in what is now the northwestern part of the town of De Korra: "Kentucky City was about seven miles south and a little west, on the east bank of the Wisconsin River. Among the other attractions of its paper plat was a block of ground known as The Green—a Kentucky term for a plot of public ground and brought to Columbia County by some of the native sons of the old Southern state. The Lafayette Hill tavern, a two-story wooden building, was the first and only structure erected while the place bore the name of Kentucky City. It was built in 1837.

THE OLD FERRY AND SCHOOLHOUSE

"Chicago was large, Milwaukee wasn't much, when people from both cities moved thither, after Kentucky City became De Korra village. For more than thirty years there was much traffic which crossed the river on the ferry which ran between De Korra and what is now the town of Caledonia. The writer first saw this ferry and crossed the Wisconsin on it fifty-eight years ago.

"The first schoolhouse built in the vicinity was across the river from

Kentucky City. It was a typical log hut, with the bark and knots left. Thomas (Daddy) Robertson, John Pate and perhaps James Wilson had settled in Caledonia. There were large families, and Scotch ones, and Scotch dominies were employed."

THE POOR MAN'S COURT

Mr. Hastie thus sketches a Squire of his locality, when Archibald Hastie, his father, his mother, a brother and sister, arrived in De Korra village, overland from Madison, Wisconsin, and originally from Caledonia County, Vermont—"the only Caledonia County to be found on the map of the world;" the date, March 28, 1856: "Our pioneer parents could improvise. They could cross rivers without bridges; they could enact laws without capitals; they could hold courts without courthouses, and they could execute a bold bandit without a gallows. Eternal vigilance was the price of their liberty.

"No better constitution will ever be written than our forefathers penned for the foundation of social order. They saw the wants of humanity. Having been poor themselves, they did not forget the poor man, protecting him against the strong by making justice cheap: providing for him a cheap court by constitutional law.

DIXON'S FIRST CASE

"Justice of the Peace Hugh Muir, a pioneer Scotchman of the town of De Korra (in what is now the town of Caledonia), was such a poor man's court. His court room was his log cabin, with the usual big fireplace. Luther S. Dixon (then a young lawyer, afterward chief justice of the State Supreme Court) had his first case before this tribunal. It was a jury trial and the real dilemma came when the jury had to be confined for deliberation. The only place available outside the dignified court room was a dug-out used for a root-house. Into this the jury were thrust to be separated from the bystanders and the Court."

HONOR TO THE WESTERN PIONEER

Here are some good words and pictures of the Western brand of pioneer, as illustrated by the old settlers at and around the village of De Korra: "We bow in reverence to the Pilgrim Fathers and kiss the rock on which they landed. Their hardships and privations were many, but those of the Western Pioneer were also numerous. Our brave fathers and mothers are entitled to a share of our grateful remem-

brance; our children should be able to find an account of their acts and deeds.

LAND SPECULATORS CROWD OUT SETTLERS

"Here they were, one hundred miles from Milwaukee, their nearest lake port. But they couldn't depend for existence even on that, for they had little money with which to buy and they must first get something to exchange. What were their resources? Lumber was the chief, and that was rafted down the river. Land had to be paid for, even from the Government.

"Many a man traveled on foot up into the Wisconsin pineries to earn a sum with which to buy a piece of land, and when he had his money would run on foot to some Government landoffice, a hundred miles away. Often more than one had an eye out for the same land. Speculators, with no notion of becoming residents would invest in lands and hold them against settlement for years, to the great annoyance of the home-makers who had to take the leavings. Columbia County passed through this ordeal.

VILLAGE OF DE KORRA AT ITS BEST

"The Kentucky Syndicate owned nearly all the near land to De Korra village; hence, it stood in the woods for years. The most extensive farming was across the Wisconsin River in the town of Caledonia, the people coming to De Korra to the mill, blacksmith shops, stores and lumber yards. At one time there were, in the village, three taverns with barrooms, and a number of stores and shoe shops; but the most important business was the rafting of lumber. Most everyone was more or less engaged in it—rafting, handling, buying and selling—often taking it to St. Louis.

"Rafts would tie up to some trees on shore. Often there would be delays for hours on account of wind, the pilots not being able to see the channels for the waves. When tied up they would take on supplies of eggs, meat and flour; also, getting the jugs filled with whiskey and molasses."

IN THE MELTING POT

Again: "The population of De Korra was a make-up of people from quite a number of states—Kentucky, Ohio, Pennsylvania, New York, Indiana. There was little difference in the composition on either side

of the Wisconsin River, only, of course, Caledonia was mostly Scotch. There were also some French, now and again a Yankee, and quite a sprinkling of French Canadians. The Germans came later and they took firm root in the soil; so that now Caledonia may be called German-American. The Scotch got the soil at \$1.25 per acre, the Germans now hold it at \$100 or more per acre."

Mr. Hastie then proceeds to show how the strength of Columbia County, as of the nation, lies in the composite type which is evolving from this mingling of all races and nationalities. But lack of space forbids further drafts upon his fertile mind.

JAMES R. HASTIE ON CURLING

The following from the pen of James R. Hastie, of De Korra, throws some mellow light upon the origin and progress of curling in Columbia County: "Darwin may be correct in his *Survival of the Fittest*, but the theory doesn't seem to apply to De Korra village. It didn't survive, but it ought to. It didn't quite die. Its soul languished, and still remains in a trance. But it retains one hope, although that is in cold storage. It is the cradle for extracting excitement and joyous laughter out of ice.

"Long live the Roaring Game of Curling, cradled here by the brawny Scots, who upon a certain moonlight night, with their wives' flatirons hied themselves to the ice at the mouth of Rocky Run! After playing awhile with the Flats, they conceived the idea of making wooden blocks, after the image of the curling stones of Auld Scotland. The experiment was made perhaps the next day; for Scotchmen are pushing fellows when a curling *Bonspiel* lures them on. Those who must be given a place in history as the originators and first promoters of the game in Columbia County were David McCulloch, Ninian Thompson, Joseph Wood, Peter Taylor, and others of the village of De Korra, whom they induced to come into the game; and nearly all the Scotchmen within a radius of ten miles made wooden curling blocks and did get into it. Caledonia brought all its clans forward—the McDonalds, McLeishes, Marshalls, McMillans, Whitelaws, Bairds, Flemings, Greys, Stewarts, Niels, Irelands, Muirs, Murrays, Harveys, Stevensons, Pates, Blacks, Prentices, Richmonds, Douglasses, Blacklocks, Piersons, Lindseys, Ramseys, Hamiltons, Broddies, Niccols, Gibbons, McLeans, Johnsons, Thomas Robertson (Old Daddy) and others.

"Many of these were heads of old-fashioned families of from eight to a baker's dozen, which made this part of Columbia County a miniature Scotland. De Korra had some, and Arlington and Lodi quite a con-

tingent; combined, they could match Caledonia with ten or twelve rinks of four curlers each, equipped with a pair of wooden blocks and broom—the latter usually borrowed from the kitchen. Bonspiels and Burns Festivals kept Scottish sociability alive for many years.

“Curling from Caledonia and De Korra may be said to have passed through a wooden period; thence into an Iron Age, and now has reached its grandeur in polished granite in the hands of polished gentlemen. Scotland made good contributions to the settlement of Columbia County in her countrymen, her curling and her kirk; if she hasn't many converts to her kind of Christianity in founding Scottish kirks, she certainly has not come short in spreading her gospel of curling. Her crusaders carried their brooms into many metropolises, playing for costly trophies. The medal presented by Alexander Mitchell, president of the Chicago, Milwaukee & St. Paul Railroad to the National Curling Club of America was once won by Skip J. E. Jones, editor of the Portage Democrat. Portage has now one of the finest rink buildings in the county, if not in the state—electric lighted, and all. Jabes Wells Crusaders of Portage have more and greater victories to their credit than the followers of Peter the Hermit. Jabe, like Grant in his generalship, stands in a class by himself.

“In the later times the players have not all been Scotchmen. We find the Germans take to curling like ducks to water; but whatever the times and whoever the players, the generalship, the strategy, the tactics of curling remain the same. The game typifies warfare—a smashing of heads, not scattering of brains. Blood never reddens the ice.”

SKETCH OF JAMES R. HASTIE

Mr. Hastie is still living on the farm in Section 18, Town 11 north, Range 9 east upon which his parents and their children located on April 18, 1856. His grandfather, William Hastie, served as a British Volunteer Home Guard during the Napoleonic wars, when there was apprehension that the Little Corsican might invade Great Britain. Grandfather Hastie's branch of the family was Scandinavian-Scotch. The maternal ancestry is English.

Archibald Hastie, the father of James R., was born in Scotland October 13, 1817, and on his fifteenth birthday landed in Boston, Massachusetts, in company with his parents, his sister and her husband, William Guthrie, going thence to Caledonia County, Vermont. There his mother died fifteen years later. William Hastie, Mr. Hastie's grandfather, survived his wife more than twenty years, dying in De Korra during October, 1868.

On March 25, 1841, Archibald Hastie married Elizabeth Jane Gilfillan, daughter of William Gilfillan and (Mrs.) Ruth Blanchard Chamberlain. That generation were the first of the Gilfillans to be transplanted from Scotland to America, and Mr. Hastie's grandmother (Gilfillan) was of French-Huguenot extraction with English mixture. Mr. Hastie's mother was a faithful, conscientious and religious woman, thereby following in the footsteps of her own parents. She survived the husband and father more than ten years, and they both were laid to rest in the cemetery at De Korra.

James R. Hastie was born in Caledonia County, Vermont, on June 3, 1843, and was the second son in the family; his brother William was his elder by one year, and his sister Ruth was a year and ten months younger. The paternal grandfather and grandmother were also in the family circle. With the other members of the family, young Hastie reached Columbia County on the 28th of March, 1856. He was then nearing his thirteenth birthday, his education having been confined largely to driving oxen over the Vermont hills and helping the loggers in the mountain streams. At that time Poynette was just a postmark, and John Thomas postmaster. He kept the letters that came in any old place, performing his official duties for pleasure, not profit.

After looking around for a short time Archibald Hastie bought a farm on Section 18, Town 11 north, Range 9 east, moving his household to it April 18, 1856, and dying on this family homestead January 2, 1893.

Amid such homely, healthful surroundings James R. Hastie reached manhood. He was educated both in Sunday school and district school, and continued his ox-managing and plowing career, changed somewhat to meet the new conditions of a pioneer civilization sprouting in a prairie country. As already stated, he has seen the county grow from next to nothing to one of the most prosperous in South-Central Wisconsin; and of that growth he has taken his good part.

Mr. Hastie has had his little fling at office-holding, having handled the cash-box of the county at one time. From his own words, he is no longer ambitious in that direction. For instance, he says: "The inquisitive public perhaps might desire to know how ex-officials in general feel in retirement. Teddy would say 'Bully! And I don't take any in mine only a teaspoonful in a little warm water and milk; for I'm temperate in all things.' I'll smile through my fingers and say 'Me too.'"

"Keeping anything is certainly an ordeal to pass through. Keeping money is a difficult matter. Keeping secrets, especially political ones, fries all the fat out of a fellow. Keeping books—you find you are

short or long on cash. You find somebody has yours, or you have his. Either way, puts you temporarily out of confidence in yourself."

Mr. Hastie's family representative of the generation following his own, is his daughter, Grace R., who (to quote his words) "if she is favored with the family longevity, may be associated with the next edition of a Columbia County History. In fact, ladies may be compiling one of their own. It is impossible to foretell the future."

CHAPTER XXXIV

MARCELLON AND FORT WINNEBAGO

FIRST SETTLERS IN MARCELLON—OTHERS WHO CAME IN 1846—SEVERAL FIRST EVENTS—NAME OF MARCELLON WITHOUT MEANING—TOWN OF FORT WINNEBAGO—COUNT AGOSTEN HARASZTHY—MAKES WISCONSIN HIS HOME—LOCATES IN SAUK COUNTY—OFF FOR CALIFORNIA—PROMINENT IN THE GOLDEN STATE—DEATH IN NICARAGUA—PORTRAIT BROUGHT TO PORTAGE—FIRST PERMANENT SETTLERS OF TOWN—HOW THE TOWN CAME TO BE.

The Town of Marcellon is in the northern part of Columbia County, east and north of the Fox River Valley. The river crosses its extreme southeast corner, and two small branches of Spring Creek (formerly French Creek), a tributary of the Fox, traverse the western and central sections and provide them with good drainage.

Marcellon lies on high ground, has a rolling surface, is almost without marsh or prairie, and still has considerable timber—over thirty-three hundred acres yet standing—and is one of the townships which the railroads have failed to notice.

FIRST SETTLER IN MARCELLON

The first settler in the town was Francis B. Langdon, who, in November, 1845, located on Section 24, in the eastern part of the present Marcellon. Messrs. Case and Powell came soon after. The first winter passed by Mr. Langdon in that location was spent in a small log house in which there was no window and only one door. To obtain flour and meal for his family he had to go to Beaver Dam, Columbus or Waupun. It required several days to make the journey, and when he arrived at his destination there was no certainty of obtaining a supply.

OTHERS WHO CAME IN 1846

In March, 1846, P. Peckham located as the town's fourth settler, and during the year was joined by E. Herod, William J. Ensign and Gilman

H. Hoyt. Within the succeeding three years came Samuel Seavy, John Seavy, Thomas D. Wallace, William H. Cahoon, George Brinkerhoff, William Bonny, Lawrence Van Dusen and Hiram Albee.

SEVERAL FIRST EVENTS

In June, 1846, Elder Wedge, a Baptist minister, preached at the house of Mr. Powell on Section 1, and his were the first religious services in the town. Leona Ensign taught the pioneer school in 1847 on Section 36.

Speaking comparatively, events came thick and fast in 1849. In that year the town was organized, a postoffice was established on Section 36, and the first church (Methodist Episcopal) was formed at the new postoffice of Marcellon.

NAME OF MARCELLON WITHOUT MEANING

As to Marcellon—what does it mean? Absolutely nothing. Like Poynette, it was born of a clerical blunder. William C. Albee, eldest of those born to Mr. and Mrs. Hiram Albee, among the most prominent of Marcellon's settlers, thus explains its creation: "At a gathering of the early settlers of the town, then a part of Wyocena Precinct, they decided to ask for a postoffice for their convenience, and the petition that was sent forward asked that the postoffice be named 'Massillon' in honor of the great French pulpit orator, but the postoffice department suggested that some other name be selected as there was already a very important office of that name in Ohio. The organization of a town by the name of Massillon was then being agitated which was soon accomplished, but the scribe who handled the pen wrote Marrsellon instead, and it appeared on the plat as Marrsellon, but was afterward changed to Marcellon, which signifies nothing in its present form."

TOWN OF FORT WINNEBAGO

The first permanent settlement within the present limits of the Town of Fort Winnebago was made in 1848. The uneasy few at the Fox River side of the portage and those who squatted near the old fort cannot be included under the phrase "permanent settlement."

COUNT AGOSTEN HARASZTHY

In this class and in the period of the early '40s belongs one of the most noted characters who ever trod Wisconsin soil; and, though Count

Agosten Haraszthy resided but a few years in Sauk County, and had a temporary dwelling on an island in the Fox River in the Town of Fort Winnebago, from which he supplied the garrison with wood, both the state and the town are proud of this small proprietorship in his wonderful and useful activities. The count was a Hungarian refugee of an ancient and honorable family; wealthy, educated in the law, and honored by high office, civil and military, at the hands of the emperor. But he threw himself with natural impetuosity into the Liberal movement directed against Austria, and his large estates were confiscated, while he fled the country to the United States. After widely traveling, he wrote and published a book setting forth the resources of the country to induce the immigration of his countrymen.

MAKES WISCONSIN HIS HOME

Soon after, in 1840 and 1841, he made the State of Wisconsin his home, purchased large tracts of land for colonization purposes, founded a settlement on the western side of the Wisconsin River, which was the forerunner of Sauk City, built bridges, constructed roads and established ferries and steamboat lines, his boats not only plying along the Wisconsin, but down the Mississippi to St. Louis. But before he was able to prosecute such large enterprises he returned to Hungary, under the protection of the United States Government, and surrendered a mass of valuable state papers in exchange for a fragment of his personal property. Out of the wreck he rescued \$150,000 in gold and rare plate and paintings, which he brought to the United States in the summer of 1842, together with his family and retinue of attendants numbering twenty persons.

LOCATES IN SAUK COUNTY

Count Haraszthy bought 4,000 acres of land on the shores of one of the lakes near Madison, staked out his property as the Colony of Good Hope, but through an irregularity in the transfer papers was displaced by a land grabber. He then burned every building he had erected, broke up camp, and located on his purchase of 6,000 acres in Sauk County three miles below the old settlement, known as Prairie du Sauk. He called his new colony by his own name, and had it incorporated, and it soon grew to be a flourishing village. He started a horse ferry across the river, made excellent roads, established flouring mills, sawmills and stores, and subsequently ran a steamboat down the Wisconsin River as

far as St. Louis. It was during the early period of his founding of "Sauk City" that he secured a Government contract for supplying Fort Winnebago with wood, and spent some time within the limits of the present town in carrying it out.

OFF FOR CALIFORNIA

The count also engaged extensively in agriculture, planting the first hops in the state at Sauk City, and encouraging others to do likewise. He was also at that time head of the Emigrant Association of Wisconsin, which brought over large colonies of English, German and Swiss emigrants. His own settlement had attained such a start by 1846 that he succeeded in having it named as the county seat, building a courthouse at his own expense. But yearly recurring prairie fires destroyed his crops and many of his buildings, the commercial crisis of 1847 crippled him, and the Hungarian revolution of 1848 drew heavily on his dwindling private fortune. The consequence was that in 1849, with fifty associates, he started overland for California.

PROMINENT IN THE GOLDEN STATE

In the Golden State his fortune looked up. He became very prominent in the affairs of the commonwealth, and during his twenty years' residence there, mostly at Sonoma, scientifically founded those vast interests centering in viniculture and viticulture in which California has no rival in the United States, if in the world.

DEATH IN NICARAGUA

Having conveyed his vineyards covering 400 acres to a society which he had organized, he went to Nicaragua in 1868, and became interested in sugar culture, the distillation of spirits for export, the manufacture of textile fibers and the carrying trade between San Francisco and Nicaraguan ports. He is supposed to have been drowned on the sugar plantation of 100,000 acres in which he held a controlling interest, known as the Hacienda San Antonio, near the port of Corinto, Nicaragua, on the 6th of July, 1870.

PORTRAIT BROUGHT TO PORTAGE

A portrait of the count is one of the most prized objects in the portrait gallery at the City Hall of Portage. After many years of effort

to secure it, the painting was obtained in San Francisco during the spring of 1903.

FIRST PERMANENT SETTLER OF TOWN

Jonathan Whitney is considered the first permanent settler in the Town of Fort Winnebago. In May, 1848, he selected as his home the southwest quarter of Section 3, and founded "Port Hope;" which commenced and ended in hope. In the following year the English potters colonized in the northeast.

HOW THE TOWN CAME TO BE

In January, 1849, was organized the Town of Winnebago Portage, which did not then include the present township west of Fox River, which was included in the Menominee Indian lands. The latter had not been surveyed when the name was changed to Port Hope, in 1850, but were in the following year.

Fort Winnebago, west of Fox River, was surveyed into sections and quarter sections in July, 1851. There were then one house on Section 4, two on Section 5, one on Section 7, two on Section 8, one on Section 9, one on Section 16, one on Section 17, one on Section 18, two on Section 19, two on Section 20, one on Section 21, two on Section 29, two on Section 30, one on Section 31, and one on Section 33—in all, twenty-one houses.

At a meeting of the board of supervisors held November 18, 1853, the town was named Fort Winnebago, and in 1858 had assumed its present form and area, when portions of its southwestern sections were taken from it to let in the northernmost part of the City of Portage.

CHAPTER XXXV

SCOTT AND RANDOLPH

GOOD FRUIT AND DAIRY COUNTRY—FIRST SETTLER IN SCOTT—M. W. PATTON AND OTHERS—FAMOUS BLUE TAVERN—NAMED AFTER WINFIELD SCOTT.

Scott is in the northern tier of townships, between Marcellon and Randolph, and is unvexed by cities, villages, settlements or other bunches of people.

The southeastern part of the town is prairie land, an extension of the large prairie area of Randolph. Adjacent to the head streams of the Fox River in the eastern and northeastern sections is considerable swampy land. The western and northern parts were formerly quite heavily timbered, with oak openings, but most of these wooded tracts have disappeared.

GOOD FRUIT AND DAIRY COUNTRY

The northwestern portions of the town present a rather light sandy soil, which readily raises fruit, in the production of which Scott devotes nearly four thousand acres of land, ranking next to Caledonia in this regard. The southern portions of the town abound in a heavy black loam.

Well watered as it is, with an abundance of rich grasses, the Town of Scott is especially adapted to the raising of a fine grade of milch cows. As a dairy country, Northeastern Columbia County far surpasses its other portions, with the exception of Caledonia, and Scott Township presents all the best features of that region.

FIRST SETTLER IN SCOTT

The first settler in the town appears to have been John Dodge, who came from New Hampshire in the fall of 1844 and took up a claim

in the east half of the southeast quarter of Section 34, near the Springvale line. He then went home, but in the latter part of the same winter started for his Western claim. Reaching Chicago, he purchased a span of horses, and drove to Watertown, where he bought a load of corn and oats which he brought through to his location in Scott. He then sent his brother to Green Bay on horseback to enter the quarter section which became his homestead. The entry was made February 11, 1845—the first in the town.

M. W. PATTON AND OTHERS

In the fall of 1845 M. W. Patton, afterward known as the "High Court of Centerville," made his appearance at Mr. Dodge's, tired and hungry from land-hunting. The squire called for dinner, to which Mr. Dodge responded heartily to the extent of a squirrel which he had just shot. In after years Mr. Patton always said that that meal beat anything he ever sat down to.

FAMOUS BLUE TAVERN

In May, 1846, John Sawyer, Hamlet Copeland and James Hammond, agents of the English Potters' Emigration Society, bought land in the Town of Scott, and in 1846 Samuel and John McConachie erected the Blue Tavern, on the regular stage road which ran between Milwaukee and Portage. It was a roomy frame structure and, as their business grew, it was no unusual sight to see thirty or forty teams pass the house daily, carrying grain to Milwaukee and freighting goods back. Stephen B. Gage succeeded the originators of the enterprise, and was mainly responsible for its good business. He charged travelers a shilling a meal, with a drink of whisky thrown in—as was the custom in those days. Mr. Gage stuck to his tavern until 1857, when the building of the La Crosse & Milwaukee Railroad killed his trade.

NAMED AFTER WINFIELD SCOTT

The Town of Scott was organized for civil and political purposes in November, 1849, and was named after General Winfield Scott who was making his Mexican war record during the first years of its settlement.

CHAPTER XXXVI

LOWVILLE AND SPRINGVALE

JACOB LOW, FIRST SETTLER OF LOWVILLE—FIRST MARRIAGE, BIRTH AND DEATH—FIRST POSTOFFICE AND MAIL ROUTE—THE HOTEL—FIRST TEACHER AND PREACHER—COMING OF THE TOWNSEND FAMILY—REMINISCENCES OF A. J. TOWNSEND—TOWN OF SPRINGVALE—ADAPTED TO CATTLE RAISING—SPRINGVALE'S FIRST SETTLER—HIGH-PRICED RELIGION—THE WELSH SETTLERS—ORGANIZED UNDER PRESENT NAME.

Lowville, one of the southern agricultural townships of Columbia County, is the origin of Rocky Run, a Wisconsin River tributary which has its source in Mud Lake; this, the largest body of water in the town, is in the very center of Lowville.

JACOB LOW, FIRST SETTLER OF LOWVILLE

The first settler was Jacob Low, son of Capt. Gideon Low, who was a sutler at Fort Winnebago and afterward proprietor of the famous Franklin House at the Portage. The son came in 1843, and during that and the following year Jacob Stone, Edward Clark and Jonathan Gilbert also located on their claims; in 1845, Silas W. Herring, Henry Herring, John Barmore, Orin Rogers, S. J. Scott and Jefferson Waters; in 1846, S. P. Webb, Claudius Evarts, Justice Warden and Joseph Snell.

FIRST MARRIAGE, BIRTH AND DEATH

The first marriage in the town was that of Thomas M. Richards with Julia A. Webb, on July 15, 1847; the first white child born, Emma, daughter of Claudius and Betsy Evarts, in May, 1847; the first death, that of Joseph Snell, July 30, 1848.

FIRST POSTOFFICE AND MAIL ROUTE

The first settlements were made in the southwestern part of town, and in 1846 a postoffice was established on Section 32, with Mr. Low as

postmaster. The first mail route by which this office was supplied was from Madison to Portage. Prior to the completion of the northern division of the Chicago, Milwaukee & St. Paul Railroad this route was quite extensively patronized by traveling men.

THE HOTEL

Mr. Low converted his house into a hotel in 1846, and conducted the tavern until 1853, Stephen Brayton succeeding him both as postmaster and hotelkeeper in that year. In 1856, with the approach of the railroad, the stage line was discontinued and travel thus cut off.

TOWN NAMED LOWVILLE

With the organization of the county, in 1846, was created the Town of Lowville. As there was no dispute as to whom was the most prominent citizen within the proposed subdivision of the county, it was named after Jacob Low.

FIRST TEACHER AND PREACHER

The year 1848 brought two important events into the town history—the teaching of its first schools, one by Julia Stevens near Mr. Low's house on Section 32, and the other by B. M. Webb, on Section 5; and the preaching of the first sermon, by Elder William Cornell, at the house of Theodore Northrup on Section 8. In September, 1849, the elder organized a Baptist Church, and for more than twenty years the society met at the schoolhouse on Section 5.

COMING OF THE TOWNSEND FAMILY

Among the newcomers of 1848 was the father of A. J. Townsend, the latter having resided in Wyocena for fifty-six years. He came to Lowville, with other members of the family, from Jefferson County, New York. The journey was by team to Buffalo, thence by boat to Sheboygan, Wisconsin, and thence by team again to Columbia County. The father took up 240 acres of Government land, and farmed it for ten years, when, in 1858, the family came to Wyocena. The son (A. J. Townsend) insists that no settler should be called a pioneer whose land title does not run direct from the Government; and, by that rule, the Townsend family is surely in the list of Columbia County pioneers.

REMINISCENCES OF A. J. TOWNSEND

Mr. Townsend, the younger, is still alert mentally and physically despite his eighty-odd years, and his reminiscences are always welcome additions to local history, as witness the following from his pen in 1914:

"Jacob Low, a son of Gideon Low, Captain of Fort Winnebago, was the first settler in Lowville. He built a tavern on the old Madison and Portage stage road, one mile from the south line and one and three-fourths miles from the west line of the town. The town was named Lowville in honor of his good early work. When he settled there, there was not a house between Portage and his tavern. It was the stage house for Fink and Walker's line from Portage to Madison. Mr. Low was the first postmaster.

"Until 1849 there were but fifteen families in the town.

"Just east of Mr. Low's tavern there was an Indian village with thirty-seven wigwams and quite a number of Indians still there. The village was located near a number of large springs that have since entirely disappeared. They were the headwaters of Rowan Creek. This is in accord with the prediction of an old Indian living in the village at that time, who said: 'Great Spirit angry with smoky man and dry the water all up.'

"Nearly all the houses of the settlers were built of logs and poles, mere shacks, and small at that, and all public meetings were held in some one's shack.

"The people were wide awake and nearly all abstemious, with a decided Christian character.

"The first Sabbath school was organized early in May, 1848, and Peter Drake, living in a pole shack 12x16 feet tendered the use of it to the people for all Christian services. People came from miles around, often ten or fifteen miles, and pleasant Sundays the attendance was as many as 100 at the service and 35 at the Sabbath school. This school is still in existence and has been continuously since it started with the exception of one year when the male portion of the settlers were in the South defending their country. There may have been other Sunday schools started before this one, but where is there one in the county that has existed sixty-six years with one short vacation. The State Association gives this school the credit of being the Banner Sunday School of the state.

"In the fall of 1848 William Cornell organized a Baptist church in connection with the Sunday school.

"Two public school houses were built in 1850, one in the north part and the other in the south part of the town.

"There are only four people living who took part in this first church and Sunday school to-day."

TOWN OF SPRINGVALE

The Town of Springvale lies on the Wisconsin River side of the watershed. Three branches of Duck Creek traverse it from east to west, running in flat, marshy, sharply defined valleys, which extend into Randolph and Courtland townships to the east. In the western sections of the two towns last named are the sources of Duck Creek.

The valleys in Springvale have an altitude of from 230 to 260 feet, and are separated by tongues of higher land. The broadest marsh and valley are those which lie along the north or main branch; on the west line of the town they are nearly four miles in width. Prairie on higher ground occurs in the northeastern part of the town, chiefly in Sections 11, 12, 13, 15 and 4, connecting with the prairie in the northwestern part of Courtland.

ADAPTED TO CATTLE RAISING

This diversity of surface, well watered and of good soil, adapts the town to the raising of live stock, especially of cattle, and not a few of the farmers have fine herds of milch cows. It is also one of the best potato districts of the county.

CONTENTED, THOUGH WITHOUT A VILLAGE

Springvale has never enjoyed the luxury of a village, although a postoffice was established on Section 28 more than sixty years ago, but finally discontinued. In 1857 the northern division of the Chicago, Milwaukee & St. Paul line was built through the northern sections of the town, but there has never been a station between Cambria on the east and Pardeeville on the west. Notwithstanding which, the people of Springvale live well and seem contented, if not happy.

The first land entered in the town was by John Dodge, the first settler in the Town of Scott, which bounds Springvale on the north. On April 29, 1845, he entered the west half of the southeast quarter of Section 1, and Lot 1 in Section 2, his entries in Scott, earlier in the year, being in Section 34, just over the line. Mr. Dodge's home was in the Town of Scott.

SPRINGVALE'S FIRST SETTLER

The first settler in Springvale was Ervin McCall. Late in April, 1845, he entered the town in search of a home, and went no farther, but

returned to the sub-landoffice at Fox Lake and filed his claim on an eighty-acre tract. He then returned to his home in La Porte, by way of Watertown and Milwaukee, and early in September started for his Wisconsin home with his family, brother, wagon, two yoke of oxen, half a barrel of pork and a limited supply of other provisions and household goods. While fording Fox River in Illinois, the wagon was overturned and Mrs. McCall's arm broken. The broken arm was temporarily adjusted and the party came on to Rock County, Wisconsin, where his brother-in-law, M. W. Patton, resided. There Mr. McCall left his family and, with his brother, pushed on with the family outfit for the Springvale claim in the northeastern part of the town. The first night after their arrival was spent at the log house of Sam Langdon on the present site of Cambria, and the next day they commenced haying on the marsh near by, in order to get in a winter's supply for their stock. They built a log house on the claim a short distance west, and then Ervin returned to Rock County for his family.

Mr. Patton and his family came to Columbia County with the McCalls, but located in the Town of Scott, where he became prominent. They all arrived at the hospitable house of Mr. Langdon on the night of the 15th of November, and the next day the McCall family moved into their new cabin which awaited them.

HIGH-PRICED RELIGION

During the first winter of Mr. McCall's residence there, after making the necessary purchases of provisions to last until spring he inventoried his worldly goods and found that his cash assets amounted to two twenty-five cent pieces. A little later two Methodist circuit riders—the elder being Rev. W. G. Miller, afterward eminent and always popular—penetrated to the northeastern part of the county and stopped at the Langdon house. There Mr. Miller delivered a sermon, to which the McCalls were eager listeners; so much so, that the head of the family donated one of his two twenty-five cent pieces to the cause, or rather to assist in defraying the traveling expenses of the good missionaries. That night also they were entertained at the cabin of the McCalls, where other religious services were held, the first in the town.

THE WELSH SETTLERS

Besides the McCall family, the first settlers of the town were Robert Closs, Hugh Edwards, John Edwards, Evan Edwards, Robert Lloyd,

John R. Rowlands, Sr., Robert Rowlands, William Lloyd, John O. Jones, John Meredith, John Williams, Samuel Owens, Owen Samuel, Richard Owens, Alfred Cowley, John Morgan, David D. Roberts and John Leatherman, most of whom were members of the colony who came from North Wales in the fall of 1845 and settled Welsh Prairie and at the present site of Cambria, known for several years as Langdon Mills. In fact, six of the nine leaders of the colony who had been sent out into Southern Wisconsin to locate lands, while the other forty members waited for their report at Milwaukee and Racine, were in the foregoing list of the early settlers of Springvale. It was but natural that these leading pioneers should take a prominent part in the early public affairs of the town, which is specially applicable to John O. Jones and John R. Rowlands, Sr.

It is this large Welsh element in the town which brings to those now residing in the town its noticeable industry and contentment, its cheerful earnestness and prosperity.

ORGANIZED UNDER PRESENT NAME

In 1849 the town was organized under its present name, and the house of Edward Williams was designated by the board of county commissioners as the place for holding the first election.

In the same year the Calvinistic Methodists erected the first church in town on the southeast quarter of Section 12.

Although Springvale has no centers of population, the rural delivery places the people within easy touch of each other, while Cambria to the northeast, Pardeeville to the northwest, and Rio to the southwest brings them within easy distance of banks and transportation facilities.

CHAPTER XXXVII

WEST POINT AND HAMPDEN

FIRST HOUSE-BUILDER IN WEST POINT—CHANGES IN NAME—SCHOOLS
—ONLY ONE HOTEL VENTURE—TOWN OF HAMPDEN—FIRST SETTLERS
—TOWN ORGANIZED AND NAMED—FIRST SCHOOL—INTRODUCTION OF
FINE STOCK.

West Point is the southwesternmost town in Columbia County, across the Wisconsin River being Sauk County and Dane County, over the southern line. It is broken and generally highlands, the country along the Wisconsin, being composed of limestone bluffs ranging from 500 to 600 feet in height. They extend several miles inland, one of the boldest being located on Section 13. The prairie region is mainly in the center of the town. Live stock, especially sheep and swine, thrive in West Point better than in any other town of the county, and they are the mainstays of the population which is entirely rural.

WEST POINT QUITE RURAL

West Point never had a village, although a magnificent paper city was once located on the Wisconsin River bluffs, and a railroad has not, up to date, really penetrated its territory, although the North Western has cut off a little northern corner. It has had two postoffices—one in the central part of the town, established in 1857 and called West Point, and another established during 1876 in the south (Section 34) and named Farr's Corners after J. L. Farr, an old settler of that locality.

Actual settlement within the town limits was not made until a decade had passed since the platting of Wisconsin City (paper), in 1836, and there is some doubt as to whom shall be given the credit of making the first habitation upon the soil of West Point. In the earlier times it was generally given to Christian and David Dorseh, whose arrival is said to have been in 1845. Whether either of them built a house at that

time is not known, but David Dorseh appears among the first town supervisors who went into office in 1850.

FIRST HOUSE-BUILDER IN WEST POINT

The other claimant for first house-builder is Dr. Leander Drew, through his son, L. S. Drew, of Lodi, who inspired the following in the Lodi Enterprise of July 8, 1904: "The picture (published in said newspaper) is a reproduction of the first house built in what is



LOG HOUSE OF DR. LEANDER DREW, WEST POINT

now the town of West Point. It was erected in the fall of 1844 by Dr. Leander Drew, father of our fellow townsman, L. S. Drew. The History of Columbia County credits the erection of the first dwelling house in that town to David Dorseh, but that is only one of the numerous mistakes to be found in the so-called history. Doctor Drew came to Wisconsin from Vermont in the spring of 1843, and located on land on Sauk Prairie, where he began the cultivation of wormwood, which industry he and his father before him had followed successfully in the East. The soil on the prairie did not suit the Doctor for his purpose,

and in the spring of 1844 he located the Drew homestead in West Point, where the present wormwood business of L. S. Drew was established. The same fall he built the log house shown herewith. The house passed through the ownership of only two men before becoming the property of Samuel Montross, who last month caused it to be torn down to make room for a modern residence.'

The business mentioned is the manufacture of the oil of wormwood, in which Doctor Drew was engaged, with the practice of his profession, for twelve or thirteen years after locating near Crystal Lake. He lived in the log house alone for two years; then returned to Vermont for his family, and in 1850 erected a new and a better house nearer the lake. There he died October 30, 1857.

CHANGES IN NAME

With the organization of the county, in 1846, West Point was made a part of the Pleasant Valley Precinct. In 1849 it was attached to Lodi, but on the 8th of January, 1850, the board of supervisors set off the town under its present name. "West Point," says Turner, "was undoubtedly selected because of its geographical location in the county, being the extreme western portion of the southern part of the county. The name Portland had first been asked for, in petitioning for the organization of the town, which was changed to Bloomfield by the committee of the board, in recommending its organization, but in the formal order creating it, it appeared as West Point, a highly appropriate name, but somewhat marred by an inadvertent omission of about 100 acres in Range 6 in the extreme west part of the town, which was left outside of town organization altogether."

SCHOOLS

In the fall of 1848 Miss Adula Jones taught a select school at the house of Otis A. Kilbourn in the south part of the town, it being the first. A school district was organized in 1850, the school being taught by Miss Sarah B. Van Ness.

ONLY ONE HOTEL VENTURE

In 1852 Christian Riblett opened a "Publick Inn" (so read his sign) in Section 13, northeastern part of the town. It did not long survive, and the bold venture was not again attempted by anyone.

TOWN OF HAMPDEN

The Town of Hampden lies mostly on the eastern slope of the ridge which divides the headwaters of the Rock River from the branches of the Wisconsin, and the land within its bounds rises quite rapidly from east to west. In the western and central portions is a rolling prairie connecting by a narrow strip with that of Fountain Prairie and Columbus. In the southeast is high ground continuous with that in Southwest Columbus. The town is watered by the Crawfish River, a tributary of the Rock.

Hampden is well watered, without being swampy, and is favored as a raiser of live stock. It is one of the best sections of Columbia County for sheep and swine, and is in the Wisconsin "tobacco belt" which has been gradually fading away. The county assessor reports that over three hundred acres are still devoted to the weed in Hampden Township, which leads, at that.

FIRST SETTLERS

The first settler in that part of Columbia County was Alfred Topliff, who served the county as its first surveyor and for several terms prior to 1866. He located in Hampden May 1, 1844, and a month afterward came Lewis and Landy Sowards, with their families. Fort Winnebago, De Korra, and some eight or ten families in Columbus and Fountain Prairie, then constituted nearly the entire population of the county.

The first settlers of Hampden had to go to Aztalan postoffice, a distance of thirty miles, for their letters and papers, and most of their provisions were procured at Milwaukee, seventy miles away. The road then traveled to the Cream City was by way of Aztalan and thence through the dense forests of the Rock River region for some twenty miles to their destination. It required five or six days to make the journey to Milwaukee and return.

TOWN ORGANIZED AND NAMED

Before the organization of the county into towns, in 1846, Hampden was in the Third Election Precinct; this was known as Dyersburg Precinct, in honor of Wayne B. Dyer, the first settler of Otsego and the first clerk of the board of county commissioners. In 1849 the Town of Hampden was organized, and the house of Cornwall Esmond,

on the northwest quarter of Section 15, was designated as the place for holding the first election.

There is some difference of opinion as to the origin of the name. It is known that several of the most substantial of the early settlers were Englishmen. The fame of the great English patriot, John Hampden, was naturally dear to them, and especially to Thomas B. Haslam, town clerk for a number of the earlier years of the local government and otherwise identified with the general progress of this section of the county.

FIRST SCHOOL

Mr. Topliff taught the first school in the town on Section 11, in 1847. A postoffice was established near the center of the town in the same year.

Among the best-known farmers who came prior to 1856 may be mentioned Clarendon Roys, Henry R. Clark, Clark Hazard, Eli Sowards, Daniel Sowards, C. C. Tillotson, T. S. Roys, James Montgomery, E. Fairbanks, James H. Sutton, John Derr, Peter Hanson, O. J. Oleson and E. Knudson.

INTRODUCTION OF FINE STOCK

About the year 1868 Mr. Fairbanks began to give special attention to the improvement of cattle and sheep. His herds of Durham cattle and merino sheep were exhibited at county, district and state fairs for years afterward and won fame and all kinds of ribbons. Several fine horses were imported from France in 1875 by a town association, and later considerable attention was given to the improvement and raising of swine.

CHAPTER XXXVIII

NEWPORT AND RANDOLPH

NEWPORT TOWN AND VILLAGE FOUNDED—FIRST SETTLERS—RANDOLPH TOWNSHIP—LEADS IN AGRICULTURE—GEORGE KNOWLES, FIRST SETTLER—COMING OF THE LANGDON BROTHERS—ALDEN AND CONVERSE—THE FIRST WELSH TO ARRIVE—FIRST SCHOOLS AND TEACHERS—SQUIRE PATTON AND HIS "HIGH COURT"—VILLAGES AT A DISCOUNT—BUT POLITICS, BRISK ENOUGH.

Along the west side of the Town of Newport are the walls of the Lower Dells of the Wisconsin. The ground rises rapidly toward the north and west, so that the northern sections attain elevations considerably over four hundred feet. Its soil, like that of Lewiston, is usually sandy, and the two constitute the best potato districts of the county. Fine potatoes and beautiful scenery! How the prosaic and the poetic do hold hands in this world of ours!

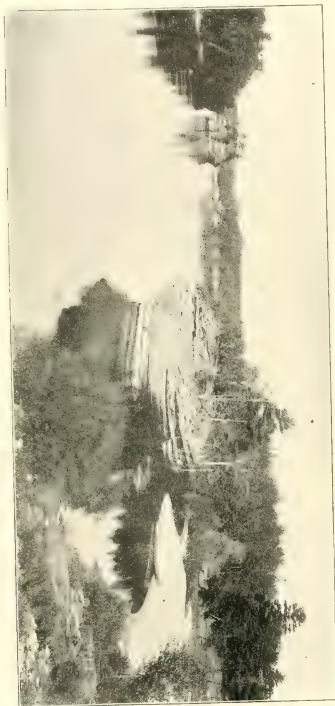
NEWPORT TOWN AND VILLAGE FOUNDED

The Village of Newport, immediately south of Kilbourn City, was in embryo when a new town was proposed by the county board to be taken from the Town of Port Hope (Port Winnebago), in 1852. At the time the Wisconsin River was quite high, and occasionally boats would run up and effect a landing on the site of the village proposed by Joseph Bailey and Jonathan Bowman on Section 15. The old settlers roundabout were asked to select a name for both the new village and the town-about-to-be, and decided upon Newport. So, on the 15th of November, 1852, the Town of Newport was organized, and in April of the following year the first election was held at the house of James Christie. As was to be expected, he was chosen chairman of the town board; Joseph Bailey, town clerk.

FIRST SETTLERS

The first settler in the town was Alonzo B. Stearns, who located on Section 17, a short distance northeast of the present railroad station

WISCONSIN RIVER ALONG THE NEWPORT SHORES



of Cheney, in March 1849. Mr. Stearns erected a small log cabin, and commenced to clear the land for a farm. Soon afterward, came Marvin Mason, E. A. Toles, and E. A. Toles, Jr.

The town did not fill up very rapidly with settlers, and it was not until the winter of 1853-54 that a schoolhouse was built. Its location was Section 7, in the center of the town, and the teacher was Miss Frances M. Howard.

RANDOLPH TOWNSHIP

Randolph, the northeast township of Columbia County, embraces a portion of the divide between the head streams of the Wisconsin and the Rock Rivers. The surface is generally level and about one-half the area of the township is prairie land. The wooded portions occur especially in the northern half, there being a few marshy tracts along the streams of the Rock River toward the northeast and east. In the southwest quarter the headwaters of Duck Creek make a deep ravine, whose bottom has an altitude of only 240 feet, about one hundred feet below the general level of the town.

LEADS IN AGRICULTURE

Randolph is a good grazing town, and is one of the leading districts of the country for the growing of oats. It is next to Caledonia in the raising of horses, and is third among the towns in the cultivation of barley.

GEORGE KNOWLES, FIRST SETTLER

The first settler in the town was George Knowles, a New Yorker, who selected his land in Section 13 during the fall of 1843, and entered it in February, 1844. His shanty, the first in town, was made of whitewood boards brought from Fond du Lac. He broke up some land in May of that year, which he claimed to be the first in Randolph, planted and raised the first crop, and resided on this pioneer homestead until 1860, when he moved to Milwaukee.

COMING OF THE LANGDON BROTHERS

S. S. Torbert came from Illinois in March, 1844, in company with John Langdon and Benjamin Williams. Mr. Torbert raised the first log

house, on Section 15, and Mr. Williams being a single man, lived with him. Langdon put up his log house shortly after on Section 29, and finished it before that of Torbert. In the following year Samuel Langdon joined his brother, and the two founded Cambria as Langdon's Mill. As we have seen, the property of the brothers passed to a Mr. Bell. John, who was financially ruined, moved to Bad Axe, now Vernon County, where he died in 1852.

Mr. Williams afterward became sheriff of the county, but finally moved to the fruit region of Michigan.

ALDEN AND CONVERSE

Alvin B. Alden and John Converse, who were related by marriage, were also settlers of 1844, both coming from Connecticut. Mr. Alden was clerk of the Board of Supervisors for several years before he moved to Portage. John Converse, his father-in-law, is best known as the founder of the Village of Randolph, and he also became a resident of Portage.

THE FIRST WELSH TO ARRIVE

The first Welsh people in this section of the state settled a few rods east of the Randolph town line in Dodge County. The first to make their homes in Randolph were Rev. Thomas H. Roberts, David Roberts and John Evans. They settled on Section 4 and Section 15. It was at John Evans' house in Section 15 that Mr. Roberts preached the first sermon in town, in the winter of 1844-45, organizing at the same time the Welsh Church of Blaen-y-cae. The glowing letter which the minister wrote to his friends in Wales brought the large colony to the northeastern prairies of the county during the fall of 1845.

FIRST SCHOOLS AND TEACHERS

The first school of the town was kept at the log dwelling of John Converse in 1845. The first house built in town expressly for a school was made of logs, and was erected on Section 11 (Government land) by voluntary contribution of labor and material. Miss Margaret Jones, of Springvale, taught therein during the summer of 1846. In December of that year the forty acres of Government land were exchanged for another forty. A dispute then arose as to the ownership of the schoolhouse, and one night it was torn down and carried away. So ended the first schoolhouse in the Town of Randolph.

SQUIRE PATTON AND HIS "HIGH COURT"

The first election held either in the town or that section of the county was at the house of John Langdon in 1846. At that time M. W. Patton was elected justice of the peace for the territory now covered by the townships of Courtland, Springvale, Scott and Randolph. The Langdon house stood for many years afterward on the farm of Thomas Sanderson.

For a number of years Squire Patton tried his cases, tied blooming couples and transacted other legal business at the general store erected in 1846, a few miles above what is now Cambria, on the old Fort Winnebago road and just east of the town line which separates Randolph from Scott. The squire considered his home in the Town of Scott and his headquarters in Randolph so convenient for the transaction of business in his judicial district that it was known throughout the county as the "High Court of Centerville."

VILLAGES AT A DISCOUNT

For a number of years that location was fondly viewed as the site of a future village, but it never advanced beyond the grade of a settlement of two or three buildings—usually a store in Randolph and a tavern across the road in Scott.

What is known as Randolph Center was really platted as a village, but it and the High Court of Centerville are in much the same class.

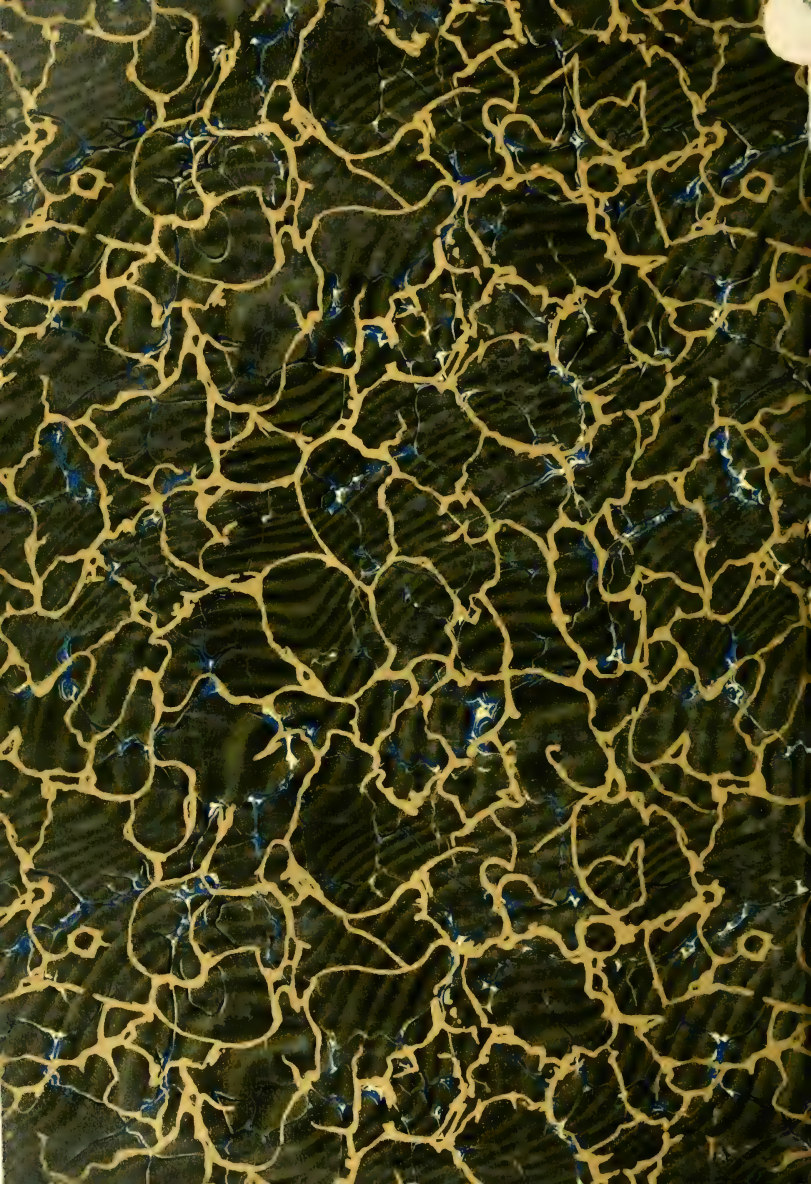
BUT POLITICS BRISK ENOUGH

The creation of the Town of Randolph was attended by feverish times, as is evident by the account given by William T. Whirry, one of the oldest of the old-timers: "The first name given to the town was Luzerne, but a dispute arising as to its orthography, some contending that the third letter should be c, and some s and others z, another meeting was called and its present name adopted. At a meeting of the county commissioners, held at Columbus January 9, 1849, it was decided that Township 13, north of Range 12, east of the Fourth Principal Meridian, should constitute the Town of Randolph. A strong effort had been made by a portion of the people of Scott to get the east half of the present Town of Scott attached to Randolph, but we preferred to go it alone, believing that a town six miles square was large enough.

"The County Commissioners designated the house of Oscar F. Ham-

ilton, on Section 23, as the place for holding the first town meeting. The first town caucus was held at the house of Willard Perry, on Section 22. A Union ticket was proposed, but failed, and party tickets were nominated—whig and democratic. The first town meeting was held as stated, on the 3d day of April, 1849, and at the election of moderator of that meeting the first party battle was fought, resulting in a democratic victory, John Converse having been elected moderator and George Knowles, clerk. That election was considered a test vote, and the whigs tried to change the result and the democrats to retain what they had gained. We had lively times and party feeling ran high; but the democratic ticket was elected, as the whigs alleged, by illegal voting and because the democrats had the best horses. A few Englishmen who were working here, but whose families resided in the town of Scott, were arrested for illegal voting, and had a trial at the High Court of Centerville. They were defended by ex-Governor James T. Lewis, but nothing came of it except hard feelings and a great deal of party animosity, for several years, in town elections."





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